

NATIONAL FISHERMAN

AUGUST
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ENGINEER'S FIELD REPORT

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gine deposits," says Mr. Randazza. "Since changing to RPM DELO Oil we've had no plugged lines. We had the heads off after 10,000 hours' operation...the inside of the engine was spotless!"



M/V Olympia's Captain Thomas Scola (left) says, "In our kind of fishing we're out three or four days at a time, with the engine running almost constantly. In spite of this, RPM DELO Oil keeps it clean, and our oil consumption is less, too." M/V Olympia (right) fishes for whiting in summer, haddock and cod in winter.



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The Lookout

Accident Factors

In the opinion of Dwight S. Simpson, naval architect, Boston, Mass., there are three main contributing factors to accidents in the fishing fleets of the U. S. They are: lack of Coast Guard inspection, unwillingness of insurance companies to get together, and untrained personnel.

Simpson believes the Coast Guard neither wants nor should have jurisdiction over fishing vessels, until a completely new book of rules is written, applicable to the industry. If jurisdiction were applied under present rules, which were devised for big ships, most fishing craft would be tied up.

Making a proper set of rules would take much time and require a committee comprised of representatives from the Coast Guard, fishing vessel operators, naval architects, insurance companies, the Diesel Engine Manufacturers Association, and probably the American Bureau of Shipping. It would also cost a great deal of money.

Despite the ever rising cost of insurance, Simpson said, there are complaints that the companies are losing money. Once in awhile an underwriter turns down a vessel, but some other company is sure to approve it. The owner, then, has little incentive to improve his craft.

In Great Britain, the Insurance Association has its own rules and a vessel either conforms or stays in port. This solution, he said, also requires long work by a rules committee.

From 25 years connection with the New England fishing fleet, Simpson concludes that the men who operate vessels, while by and large good fishermen, are not always good sailors.

He further states, although an engineer need not know how to rebuild his engine, he should understand oiling procedures and know how to make minor adjustments.

On vessels under 200 gross measurement, no licensed officer is required. A man is a captain or an engineer on his own say so—until proven otherwise.

In England, the Insurance Association has developed its own rules, with examinations for captains, mates, second hands, and engineers. Unless a vessel is manned by these four it gets no insurance.

Simpson feels that if the various proposals to provide training for fishermen include seamanship, they can not be started too soon. There is no quicker way to reduce accidents and the cost of insurance, than to put trained men on fishing vessels, he said.

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FISHERY PROGRESS

► U. S. Landings Up

The catch of fish and shellfish in the U. S. during the first five months of 1959 registered an increase of 17 percent compared with the same period in 1958. Menhaden with an increase of 124 million pounds, accounted for the overall increase in production. Landings in edible fish and shellfish however dropped 2½ percent below last year's level.

Pacific Coast tuna was up 5 million pounds while halibut increased three million pounds compared with 1958 landings. In New England had-dock and ocean perch declined 9 million pounds and whiting dropped 3 million pounds.

The yield of shrimp in the South Atlantic and Gulf states also registered a decrease. A catch of 35 million pounds is compared with a 1958 catch of 43 million pounds.

► Federal Oyster Loans

Duplicate legislation was introduced last month authorizing the Secretary of the Interior to make loans to oyster producers, in any area where excessive mortality has endangered the economic stability of the industry.

The bills were introduced by Representatives Milton W. Glenn, N. J.; Harris McDowell, Jr., Del.; Thomas N. Downing, Va.; and Thomas F. Johnson of Md.

The bills provide for an interest rate not to exceed three percent, and on such terms as the Secretary shall prescribe for areas where there is need for credit unavailable from public or private sources.

It also provides the Secretary acquire oyster brood stock, which possesses resistance to the mortality cause. These would be used for propagation of new oysters, which will not be subject to the excessive mortality.

► Fishing Fleet Concerns Navy

In a letter to the Secretary of the Interior, Admiral Arleigh Burke, chief of naval operations, included a statement from the American Tuna-boat Association expressing a trend which indicates economic factors are forcing the tuna fleet off the high seas.

Burke said the Navy is concerned because fishing units provide a reservoir of ships to carry out certain peacetime and wartime functions.

It follows he said, if there is a substantial decrease in the availability of U. S. fishing units, it could operate to the detriment of the overall national defense effort.

► Pacific Resources Protection

A resolution, relative to a new fisheries treaty for the protection of North Pacific fishery resources, on the high seas, has recently been introduced in the Senate.

It resolves the Secretary of State should immediately enter into negotiations with the Governments of Japan, Russia, and Canada, to establish a new fisheries treaty with equitable solutions to problems involved.

It also resolves the U. S. Government negotiate with Japan and Canada in an effort to establish a temporary zone, in which all parties would refrain from fishing until a new abstention line is established.

► Fish & Seafoods Promotions

Fish and Seafoods Promotions, a new promotional arm of the National Fisheries Institute, was formally organized at a meeting of industry leaders in Gloucester, Mass., last month. J. Roy Duggan, St. Simon's Island, Georgia, was elected chairman.

Other officers are Lewis Goldstein, Philadelphia, Pa., first vice-chairman; Clarence Morrow, Halifax, Nova Scotia, second vice-chairman; and William Gilbert, Seattle, Wash., secretary-treasurer.

The group will coordinate and manage year-round and special promotions to sell more fishery products. The group also will supervise the public relations and publicity sponsored by NFI for 12 years. The group's first action was deciding on a 1960 Lenton promotion.

► Fish Stick Production Up

Preliminary data indicate that U. S. production of fish sticks during the second quarter of 1959 amounted to 14.1 million pounds, while the production of fish portions totaled 8.3 million pounds. This was an increase of 283,000 pounds or two percent in fish sticks and 3.1 million pounds or 59 percent in portions compared with the same quarter of last year.

► Senate Fisheries Consultant

Thomas D. Rice, executive secretary of the Massachusetts Fisheries Association, has been named fisheries consultant to the Senate Interstate and Foreign Commerce Committee for the duration of the present Congressional session. He will assist the Committee during fishery hearings scheduled for August.

► Mortgage Insurance Amendments

The House Committee on Merchant Marine and Fisheries has reported favorably an act to amend insurance of vessel mortgages. It provides the prospective owner of a vessel be permitted to delay placing a mortgage on the vessel, until some time after it has been delivered by the builder.

Without losing the privilege of having the mortgage insured, it would permit the owner to save on interest charges. It would reduce the period of time during which the Secretary of Commerce is under risk with respect to the mortgage.

► Vessel Construction Subsidies

A bill for a program to correct inequities in the construction of fishing vessels, and to enable the fishing industry of the U. S. to regain favorable economic and competitive status, has been introduced in the Senate recently.

The bill provides for a differential subsidy in the construction of new fishing vessels up to 33-1/3 percent—in exceptional cases up to 50 percent. It would also provide authority to the Secretary of the Interior to acquire obsolete or inadequate fishing vessels in connection with construction of a replacement vessel.

► Shrimp Tariff Bid

Representative Prince H. Preston of Georgia said recently that he would introduce a bill to impose a 33-1/3 percent duty on imported shrimp. Preston said raising imports seem to be the major factor in a combination of circumstances threatening the American shrimp industry.

► Five-Month Imports Rise

Imports during 1959's first five months rose approximately 33 percent. Imports of groundfish fillets were up 30 percent. Fresh and frozen tuna went up 85 percent, while shrimp increased by 58 percent.

► Fisheries Equipment Transfer

A bill, providing that surplus property of the United States may be donated to the states for promotion of fish and wildlife management activities, has been sent to the Committee on Government Operations.

The bill provides a change in existing laws to include State Fish and Game Departments among state agencies eligible for receipt of surplus Federal Government property and equipment. The equipment would be used for furthering conservation, restoration and educational objectives.



Photo, courtesy of International Nickel Co., Inc.

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Modified Gear Needed to Take Red Shrimp

TRAWLING transects through the royal red shrimp grounds off Dry Tortugas were carried out during a recent cruise of the *Silver Bay*. The objective of the trip was to determine the availability of red shrimp in the area, and to check on optimum fishing depths.

The best catches were made southwest of Dry Tortugas. Nine drags between 100 and 500 fathoms showed reds present in depths of 160 to 300 fathoms. Fishable concentrations were available between 180 and 220 fathoms. Two four-hour drags in 200 fathoms yielded 500 pounds of 31-35 count shrimp.

New deep-water, royal-red shrimp grounds were discovered off the Florida east coast during the 1956-1958 explorations by the Bureau of Commercial Fisheries. The investigations were made from Cape Hatteras, N. C. to Dry Tortugas, Florida. Commercial catches of royal-red shrimp ranged as high as 800 pounds, headsoff, per day. Of a size desired by the industry, the shrimp were found most consistently in depths of 180 to 220 fathoms between St. Augustine and Cape Canaveral, Florida.

Six vessels attempted commercial shrimping between those points at various times from August 1956 to May 1957. A complete summary of results is not available, as trouble was encountered with the Florida current and sea conditions.

The first vessel experienced severe fouling of gear and trawling cables while using two cables in the conventional manner. A second vessel made four short trips off St. Augustine, successfully using two warps. Several good catches were made with 80-foot trawls.

Catches averaged 400 to 500 pounds heads-off per day. However, bad weather disrupted operations and the vessel discontinued deep-water fishing. Later another vessel tried those waters and reported very large catches of 50 to 60 count royal-red shrimp. Catches of large shrimp were relatively small and fishing was discontinued.

During February to May 1957, 1 to 5 vessels were in operation. Frequent periods of bad weather kept them in port over 50 percent of the time. An estimated total of over 40,000 pounds of shrimp was landed, but due to various factors all deep-water shrimping was called off.

These trials by commercial vessels provided valuable information, and indicated points important for future effort. First, weather conditions prevalent along the eastern Florida coast prevent efficient year-round off-shore operations with conventional trawlers.

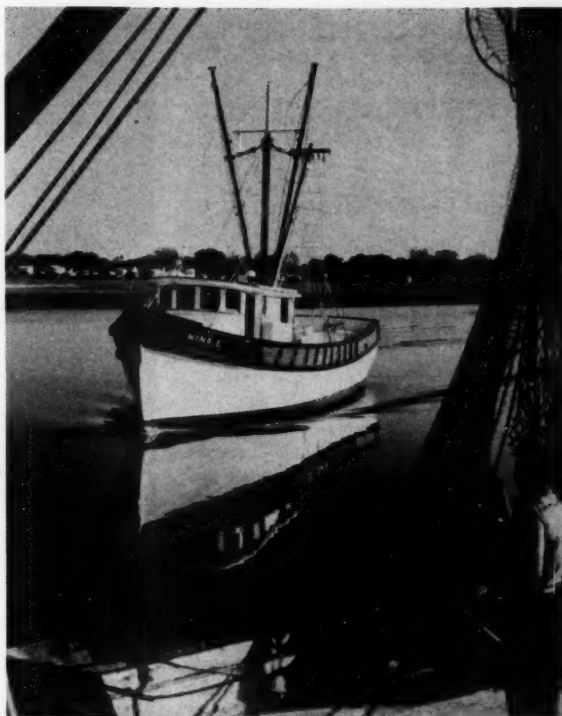
Vessels with less than 200 horsepower experience difficulty in towing counter-current, and for the most part are able to do so only during slack current periods. Catches were variable, but a sufficient number of good trips were made to indicate a potentially profitable fishery if continuous effort is maintained.

Test primarily for Red Royal Shrimp

Between 1940 and 1955 there were several limited exploratory shrimp operations along the southern Atlantic coast. All but one were restricted in area and depth. The total exploratory effort during that time left gaps in the seasonal picture.

The general interest of the shrimp industry in more complete coverage led to funds from the Saltonstall-Kennedy Act, for additional exploration between Cape Hatteras and Key West, from February 1956 to October 1957. Two additional cruises were made in November 1957 and June 1958. These were scheduled primarily to develop improved gear and fishing techniques for operating in the Florida current.

Considerable time was spent re-evaluating previous explorations to obtain leads for future trials. A total of 901 drags showed, with few exceptions, no commercial



"Nina E", owned by Sam Vona and Sam Vona, Jr., of Jacksonville, Fla., was built by Diesel Engine Sales, Inc., St. Augustine, Fla. She is powered with a 170NR 6-71 General Motors Diesel, turning a 50 x 34 4-blade Federal propeller. Equipment includes Yocam batteries, Ritchie compass, Stroudsburg hoist and Columbian rope.

shrimp species beyond their known and expected ranges. The deepest of any of the drags was 130 fathoms. The only specie that showed new potential was rock shrimp.

With the exception of some trawling along the S. C. coast during summer and fall 1955, all previous exploratory fishing had been carried out during January and June. That effort, confined to the Continental Shelf (inside 100 fathoms), had failed to turn up new shrimp areas.

Since the new program was to start in late February or March, deep-water coverage was given primary emphasis. Depth-temperature between Cape Canaveral and Cape Hatteras showed similar conditions to those in the royal-red grounds off Dry Tortugas. Special effort was programmed to determine the presence of royal-red shrimp off the Atlantic coast.

Since the greatest amount of total coverage was carried on the royal-red shrimp range, certain unique factors had to be considered. Depth and current were the most outstanding. Fishing in 150-230 fathoms was readily accomplished with minor adaptations to conventional inshore gear.

A single towing cable with a bridle was the most distinctive departure from methods in general use. Aluminum alloy floats were used in lieu of more conventional plastic type, which were crushed by pressures encountered below 150 fathoms. The amount of cable needed to fish successfully followed the 3 to 1 ratio. That is, for trawling in depths of 200 fathoms about 600 fathoms of cable were used.

(Continued on page 31)

Oystermen Seek More Rigid Import Controls

Annual Oyster Convention at Washington hears reports on research, identity programs, sanitation, and legislation.

One of the few remaining sailing oyster dredges, "George W. Collier", is owned by Capt. Wade H. Murphy of Tilghman, Md.



TIGHTENING of sanitation requirements on imported shellfish products was requested by industry leaders attending the fifty-first Annual Oyster Convention in Washington, D. C. The joint meeting of the Oyster Growers and Dealers Association of North America, Inc., the National Shellfisheries Association, and the Oyster Institute of North America, held July 26-30 at the Statler-Hilton Hotel, spoke out against the handicap of working under controls which are not applied to imports of foreign competitors. Also under consideration were pollution, legislation, oyster mortalities, predator control, and standards of identity.

G. I. R. "Dick" Lore of J. C. Lore and Sons, Solomons Md., was general committee chairman for the convention which saw 250 leading oystermen, packers, dealers, distributors, and researchers in attendance.

The Oyster Growers and Dealers Association re-elected its officers for another term. Thomas D. McGinnes president of Virginia Seafoods, Inc., Irvington, Va., was retained as OGDIA president. William Woodfield, Woodfield Fish and Oysters Co., Galesville, Md., remains as vice-president and David H. Wallace, director of the Oyster Institute, continues as secretary-treasurer. A second vice-president will be appointed at a later date. All directors of OGDIA were also re-elected.

L. Eugene Cronin, director, Maryland Department of Research and Education, Solomons, Md., was chosen as president of the National Shellfisheries Association. Elected as vice-president was Philip Butler, director, Bureau of Commercial Fisheries Laboratory, Gulf Breeze, Fla. The new Association secretary-treasurer is John B. Glude, chief Shellfish Section, Bureau of Commercial Fisheries, Washington, D. C.

Sanitation and Shellfish Imports

Until recently, Japanese oyster imports have been restricted to canned oysters, almost exclusively. However, Japan now wishes to establish a U. S. market for frozen oyster products as well as expand its clam potential.

Addressing the convention, Edward J. Gruble, president of the Pacific Coast Oyster Growers Association, Seattle, Wash., said the question of foreign imports is a serious and delicate one because it involves diplomatic and public relations between countries. In these times of international tensions, he said, it becomes very important that controversial subjects be treated with extreme consideration.

However, Gruble continued, there comes a time when it is necessary for definite and aggressive steps to be taken to safeguard the interests of American industry. This must be done even though it may not be in accord with the principles of the overall foreign policy.

The shellfish industry believes the public is entitled to the same protection when buying foreign products as it receives from domestic industries. It believes that the American people, who have the world's highest sanitary standards, should not be exposed to products which, although sterile in the technical sense, may be in reality contaminated products sterilized.

The industry further believes that it should not be placed under a handicap of competition with products packed under less rigid sanitary controls than those enforced by U.S. Federal and State agencies. American shellfish producers and packers must meet requirements rigidly enforced by the Public Health Service, Food and Drug Administration, and various state health departments.

Probably the most important regulations are those which govern taking shellfish from polluted waters. These regulations are most stringent and preclude the possibility of contaminated shellfish reaching shucking or packing plants. Extensive regulations are enforced with regard to in-plant sanitation—use of stainless steel equipment, sterilization methods, personnel cleanliness and health, rodent control, etc.—all done at great expense to the industry.

Many ask what is done to protect the public from foreign products packed under less favorable conditions. With the exception of regulations by the Food and Drug Administration and a few State health departments, little effort is made to protect the public, according to Gruble. The Food and Drug Administration sees that the products meet the weights and measures minimums, that they are properly labeled, and that an objective examination of the label is made. It is difficult to properly evaluate objectively examined products as such tests do not take into consideration the background or source.

The few state health departments, which have established sanitary regulations governing the importation of foreign products, cannot cope adequately with the national problem. Regulations and controls must be established on the federal level for uniformity and consistency of direction and enforcement. It is believed that foreign countries would welcome such a policy. It would eliminate the confusion and doubt that exists

today. Such a reciprocal policy exists between Canada and the U. S. at present.

Pending in Congress is a bill introduced by Congressman Colmer of Mississippi, amending the Public Health Service Act to provide certain investigations and studies by the U. S. Surgeon General. These sanitation and preparation examinations would determine if controls meet the minimum standards prescribed for shellfish shipped in interstate commerce in the U. S.

Imports of shellfish from countries failing to meet the minimum sanitary controls would be prohibited. The Surgeon General would promulgate regulations, establish procedures relating to sanitary controls, and make available names of foreign countries complying with prescribed standards.

This is not discriminatory legislation aimed at Japan, and if enacted would be applicable to all foreign countries. It has been pointed out to Japanese exporters that the legislation is not prohibition against exports. Rather, it would set up the machinery, whereby a country would be assured that its products are acceptable.

Also a member of the panel on which Grubel spoke was Elizabeth Guhring, executive secretary, American Seafood Distributors Association. She said the oyster industry is an inshore, specialized operation, producing a delicacy which is sold primarily in fresh form. Any segment of the industry producing a fresh product has something that no import can compete with. David H. Wallace spoke on shellfish sanitation in Japan.

The Partnership Approach

Arnie J. Suomela, commissioner Fish and Wildlife Service, Department of the Interior, feels the most significant characteristic of recent activities in the shellfish industry has been teamwork. Presenting highlights in the progress of Service programs in relation to the industry, Suomela said, the partnership approach has appeared repeatedly and embraced all parties—federal and state agencies, and industry.

One example of progress is the program set up by the Fish and Wildlife Service, the Food and Drug Administration, and the Oyster Institute last December, known as the Government-Industry Cooperative Oyster Research Project. Its objectives are to study characteristics of oysters in areas unanimously agreed upon, from harvesting time to destination. This is to accumulate data for evaluating definitions and standards of raw oyster identity, insuring practical, enforceable standards for consumer protection.

The first step was establishing a research team, including one scientist from each participating group, headed by a director empowered to organize and guide research. The first report of the studies was given in May by the technical committee and director Dr. B. H. Willier, former head of John Hopkins Biology Department.

Going further into the two-year Cooperative program, Dr. Willier explained that the three agencies combined efforts in the Fall of 1958. Their base of research activities



L. Eugene Cronin, left, director, Maryland Department of Research and Education, Solomons, Md., was elected president of the National Shellfisheries Association. John B. Glude, right, chief Shellfish Section, Bureau of Commercial Fisheries, Washington, D. C., was elected secretary-treasurer of the Association.

is located at the Virginia Fisheries Laboratory at Gloucester Point, Va. At this site, he said, the laboratory facilities, the collecting and plant facilities, as well as the variety of oyster bars in the lower Chesapeake Bay and estuaries are in most respects ideal for the research program.

Broadly speaking, Willier continued, the program is concerned with the biology, physiology, and biochemical make-up of oysters. This includes the physical and chemical changes that occur during the processing of raw oysters in industry plants. Specifically, the Cooperative is exploring two main problems.

The first is the state of the native oyster as it exists in the shell at the moment of shucking. Answers to many questions are being sought for basic information on live oysters. These answers will lead to a better understanding of changes from the native state that occur in processing oysters for market. The second problem is the changes which occur in oysters during washing, blowing, etc., in fresh water.

Having become active in January 1959, the Cooperative research program has 18 months in which to complete its studies. By the end of that time, it is felt the information necessary for a basis of practical standards will be available.

Another example of industry-government cooperation, Suomela said, is the new Bureau of Commercial Fisheries promotional effort. Using Saltonstall-Kennedy funds, the Branch of Market Development has awarded a contract to a film company to produce four basic public service promotional TV presentations. They are subdivided into three shorts of 10 and 20 seconds and one minute in length.

Animated cartoon type presentations, they are designed

(Continued on page 32)



Left: David H. Wallace, director, Oyster Institute, Annapolis, Md., was re-elected secretary-treasurer of the Oyster Growers and Dealers Association. Center: Thomas D. McGinnes, president Virginia Seafoods, Inc., Irvington, Va., was re-elected as president of OGDA. Right: William Woodfield, Woodfield Fish & Oyster Co., Galesville, Md., was re-elected vice-president.



Halibut vessel "Marconia", unloading a recent catch of 125,000 pounds in Seattle, Wash., delivered to Seattle Seafoods.



INTERNATIONAL COMMISSION EFFORTS MAKE

Halibut Profitable Pacific Fishery

ON the Pacific Coast, U. S. halibut landings for the first five months of 1959 have increased by 3 million pounds over the same period in the previous year. Figures of the International Halibut Commission show more than 65,000,000 pounds of halibut were landed in 1958 carrying the value over the 14-million dollar mark. This was the third largest take in modern history.

The Pacific Coast halibut has been brought to a higher level of productivity than at any other time after diminishing rapidly and facing commercial extinction in the 20's. The return is due to regulations set by the International Halibut Commission, providing a sustained yield through the steady increase of living, propagating, growing halibut populations.

The Commission's farsightedness, plus the support and cooperation of vessel owners, was responsible for the 65,034,000 pounds that were taken in 1958. This year, with late fishing in the Westward Area after the other areas are closed, the catch promises to be even higher.

Fishing Time Limited by Area, Catch

Since 1924, when the halibut treaty between the United States and Canada went into effect, the total catch of each of several defined areas has been limited. Packers know in advance therefore, the approximate total catch. The only question is the time needed to take it.

At the close of each fishing day, every halibut buyer at ports in Alaska, British Columbia, and the States reports the number of halibut received. The number of fishing days depends on the time needed to reach the limit, and varies from year to year. In 1958 there were 59 fishing days in Area 2 and 119 in Area 3A. The Bering Sea, as well as the western waters below the Alaska Peninsula and the Aleutians, is open throughout the season.

The principle fishing areas are Area 2—Willapa Bay to Cape Spencer (Southeastern Area); Area 3A—Cape Spencer to Shumagin Islands (Gulf of Alaska Area); and Area 3B—waters west of Shumagin Islands (Westward Area).

There used to be very little fishing below the Aleutian Islands and in the Bering Sea, as vessel owners saw no advantage in going so far afield. There were no proven stocks there, and fishing was good closer to the markets.

Japan refrained from fishing in the restricted areas but, seeing that American and Canadian fishermen were re-

luctant to fish beyond Shumagin Islands, let it be known they would do so. Immediately, to encourage utilization of halibut resources of the Bering Sea and banks bordering the western Alaska Peninsula, the Halibut Commission established an early fishing season there.

The move was also made to obtain information on the extent of stocks in those waters. The offer was baited with 34 days of additional fishing, without catch quota, in advance of the open season.

As a result of the Westward Area proposition, Canadian fishermen increased their share to 44.8 percent of the total catch, the highest percentage in history. The 29,020,000 pounds landed by the Canadian fleet was the largest tonnage it has ever taken. The best trip ever landed by a North Pacific long-liner was 153,000 pounds delivered to Prince Rupert early in July, 1958. Thirteen Canadian and 10 American vessels caught nearly 2,000,000 pounds of halibut in the special April period.

During April, 1959 extra-season, 23 American and 19 Canadian vessels fished the Bering Sea catching 2¼ million pounds, equaling the amount taken in all 1958.

Another factor contributing to the successful expansion of fishing in the Westward Area is the location in the Shumagin Islands of the Aleutian Cold Storage Company plant at Sand Point. Vessels can sell their catches there and get back to the banks to quickly resume operations.

Russians Enter Bering Sea

Halibut fishing in the Bering Sea became world wide news early this year, when the Russian fishing fleet was reported there. Some politicians stated that the Russian fishermen would catch all the halibut before the Americans could arrive.

Russian fishermen have not violated international law, for the high seas are free to all. Many fishermen feel that the Russians found only disappointment, not having anticipated the depths necessary to set their gear. In this regard the American and Canadian fishermen were prepared.

Already the Soviet Union is believed to have the largest number of modern, heavy-duty, fishing vessels in the world. They are on the banks off Newfoundland, along the

(Continued on page 32)

Hydraulic Steering Centers Purseboat Control

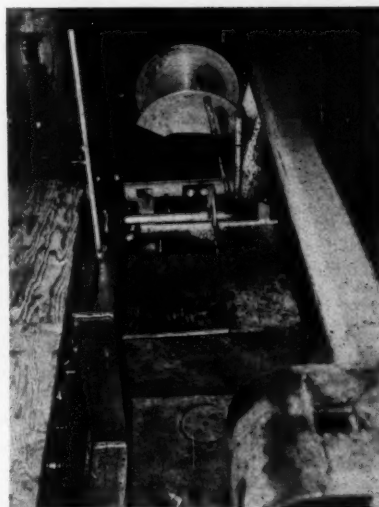
THE advent of the power block to the menhaden industry has brought with it impressive changes in techniques and methods. The latest of these is the central helm placed amidships to permit the purseboat captain or mate to operate the throttle, tiller and power block controls while standing in the center of the boat.

Through the ingenious use of two hydraulic cylinders, one attached to a midships vertical control stick, and the other connected to the rudder stock, the boat can be controlled with little effort. The helm can be brought from hard over to hard over by simply moving the control stick through a 13-in. arc. The length of rod above the pivot and cylinder automatically increases pressure exerted on it to change the rudder position. At his new vantage point the captain not only has full control of all maneuvering, he also has full and direct control of engine speed, and the net being hauled through the power block sheave.

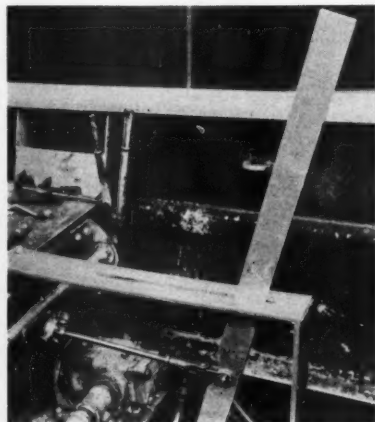
Among other advantages gained through use of the new helm, users such as Seacoast Products Company, Lewes, Del., say it speeds boat handling; allows more positive control pursing; and permits captain to stand in a more secure location because it takes him off the exposed stern position. Ease of control reduces fatigue and there is no back pressure or rudder shudder relayed to the vertical control stick. The captain simply stands amidships by the power block and by a slight push or pull on this upright rod controls the boat's course.

The basic simplicity of the hydraulic helm system makes it virtually foolproof and it also makes it an economical addition to any purseboat whether it is wood, metal or glass fiber. The only components involved are two small

Amidship Crowell hydraulic steering in Seacoast Products Company, menhaden purseboat allows one man to control steering, throttle, and power block from one position. Vertical rod amplifies pressure 3 times, requires only 13" action to bring rudder hard over to hard over.



where it is convenient. The units are precision made of corrosion-resisting material to assure long and dependable life. The cylinder bodies are made of brass tubing. The end pieces are machined from brass bar stock and are secured by four studs. The studs are the same length as the cylinder body and hold both heads firmly in place. The interior of the tube is highly polished.



► The new centralized purseboat steering by Crowell Designs, Inc., has vertical rod replacing tiller. Two hydraulic cylinders provide positive, fast steering. Cylinder is brass, piston is Monel metal.

Stern slave cylinder ► on Seacoast Products, Lewes, Del., purseboats is connected to rudder arm. It has hydraulic hose to midships master cylinder. Cylinder heads permit hoses to be installed on either side.



hydraulic cylinders, hydraulic hose, mounts, bypass valve, and a pivoting control rod or stick.

Installation of Centralized Steering

Using the Seacoast Products installation as an example will illustrate how the helm is installed, its flexibility and simplicity.

One of the problems that has so far discouraged the use of remote helms in such boats has been a watertight bulkhead in the stern just forward of the rudder stock. Chain or wire controls are not easily adapted to the sharp turns required to go up, over, and down this bulkhead. The exposed wire, sheaves or chain could snag the net and cause damage to it, since there is no place where such mechanisms can be concealed along the gunwhale. The Crowell system is designed to solve this problem.

The Crowell helm consists of two 10 1/4-in. stroke hydraulic cylinders, one mounted at the rudder stock, the other, in the case of Seacoast Products, beneath the midships thwart—though the second unit can be placed any-

The piston rod that is responsible for moving the fluid is 9/16-in. Monel nickel-copper alloy, made by the International Nickel Company, Inc. Besides being resistant to corrosion, Monel provides the high strength required of the rod while in service. The rod is precision-straightened at the Crowell plant and hand polished with emery cloth, oil, and jeweler's rouge before being installed in the cylinder. With the piston rod inserted, the over-all length of each cylinder is 32 3/4-in. The cylinders are connected together by 5/8-in. O.D. copper tubing or 3/4-in. I.D. flexible hydraulic hose, fastened securely every few feet to prevent vibration fatigue.

Each cylinder is factory furnished to make it self-aligning. This is accomplished by a system of pivot points. The bracket that holds one end of the cylinder in place allows it to pivot slightly. The Monel rod is connected to the rudder arm by a universally mounted trunnion with a double shackle. This flexible arrangement is to keep the cylinder and rod from getting out of alignment and caus-

(Continued on page 36)

GULF OF MEXICO

Change in Seafood Laws Scheduled for Alabama

A group of bills has been introduced in the Alabama legislature to change present seafood laws, in an effort to solve the state's sea food problems. The bills were drawn up after a day-long hearing in Bayou LaBatre last March, by an interim committee of the Legislature. At that time the sub-committee heard testimony by individual shrimpers, oystermen, and personnel of the area's canning and processing industry.

One of the principle bills would tighten restrictions on bait shrimping, both by dealers and individual fishermen, with 16 foot trawls. Another bill would limit shrimp boats to one 50-foot trawl per boat. A major change in bait-shrimping regulations would be the requirement of a license for each boat engaged in bait operations in addition to the dealer's license. Under present regulations any number of boats are permitted to operate under a single license.

Another bill would allow owners of private oyster reefs or lessees of such reefs, to use mechanical means cultivating or harvesting oysters. Such operations would however not be allowed between sunset and sunrise. In addition written permission from the Sea Food Division would be necessary.

The oyster bill would permit taking of any size live oysters from private reefs. A dredge license would be required and a bond of \$1,000 posted by persons using mechanical means to take oysters. The bill also provides for close supervision and control of mechanical oystering by officials of the Sea Food Division.

Still another bill would prohibit the taking, selling, or possessing of oysters less than three inches long, except when the legal oyster size is reduced by the director of conservation or otherwise provided. This does not apply to private reefs.

Alabama Shrimp Areas Closed

Some areas of Alabama waters in Mississippi Sound are being closed to shrimping due to the appearance of white shrimp in those sections. George Allen, chief, Seafood Division, said shrimping will be closed in the area until the white shrimp are of commercial size.

The portion closed includes that part of Mississippi Sound north and east of a line extending from the west end of Dauphin Island woods northward to Dauphin Island range beacon, then west-northwest to Coffee Island light, then northwest to the north end of Grand Batture Islands.

No other changes will be made in shrimping regulations at this time, Allen said. Mobile Bay will continue open to daytime shrimping and outside waters will remain open.

Jubilee at Mobile, Alabama

The fifth jubilee in eight days hit the eastern shore of Mobile (Ala.) Bay early in July and thousands of flounder, crab and shrimp were caught as they came close to the beach. A smaller one had occurred the day before.

A jubilee is a strange movement of bottom seafood toward shallow water. Marine biologists believe the unusual behavior is caused by a wedge of fresh water moving under the salt water of the bay, causing a lack of oxygen in the water. The sea creatures are dazed and flounder helplessly toward the beach.

The largest in recent years, the jubilee extended twenty miles along the shore. No rays were reported at a spot near Point Clear where tremendous rays were caught. Some fishermen reported stingarees more than three feet wide.

Alabama Shrimp Catches on Increase

Commercial Alabama shrimpers are reporting large catches in Mobile Bay and Gulf waters. About 50 shrimp boats operating in the Bay are averaging catches of 1,000 pounds a day according to John Ray Nelson of Bon Secour Fisheries. He said this is a larger number than has been caught in several years.

Larger shrimpers, working the Gulf waters off Alabama and Mississippi, are also experiencing good catches of 2,000 to 4,000 pounds per trip.

Oysters Survive Heavy Alabama Rains

Oysters in Alabama's coastal waters have survived the excessive amount of fresh water caused by heavy rains in June. Seafood Division officials said the fresh water may have been harmful to the oyster's enemy, the conch.

The study of oyster bottoms and populations conducted by biologist William J. Demoran of the Gulf Coast Research Laboratory, Ocean Springs, Miss., is continuing. The studies and survey include finding suitable bottoms for planting programs and the effects of silt from dredging in the Mobile Bay area on oysters.



The R. Leloup Shrimp Co., of Brownsville, Tex., owns the "Jenny Ann", built by Diesel Engine Sales, Inc., St. Augustine, Fla. She is powered by a 150 hp. Caterpillar Diesel. Other equipment includes 1500-watt Delco-Remy generator, 1500-watt Petter Diesel light plant and Yocam batteries.

Predicts More White Shrimp in Mississippi

Dr. Gordon Gunter, director of the Gulf Coast Research Laboratory in Ocean Springs, Miss., predicted there will be more white shrimp this year. He said that if shrimp are becoming scarce it is due to heavy fishing. The biologist believes shrimp will become more abundant with heavy rainfall.

Would Have Government Buy Shrimp

The Mississippi Coast Seafood Association wants the federal government to buy more shrimp to offset what the group calls a serious accumulation of shrimp. The group has adopted a resolution asking Mississippi's Congressmen to secure a federal crash buying program. They said if the accumulation continues a work stoppage might result, effecting the economy of the area.

Shrimper Launched By Biloxi Firm

The double rigged shrimp trawler, *Danny Boy*, has been launched by the Covacevich Shipyard at Biloxi, Miss. The 60-foot vessel was constructed for Antonio Chula of Bayou La Batre, Ala. She is powered with a 165 hp. General Motors engine. Work on the boat is still under way.

Also under construction is an 80-foot snapper fishing boat, rigged for sailing, to be delivered to the Star Fish and Oyster Company of Mobile, Ala. Another snapper vessel is scheduled for the Cook Fish Company of Panama City, Fla., with work planned to begin in one month.

Gulf Seafood Production for First Half

Production of seafoods in the five Gulf states for the first six months of 1959 show oysters at a gain of 10 percent over the same period in 1958 with 336,635 barrels. Edible finfish, with 4.5 million pounds, showed a gain of three percent over the corresponding period the year before. Shrimp (heads off) dropped to 29.8 million pounds while blue crabs at 4.6 million pounds showed a decrease of two percent over the first six months of the previous year.

Texas Fishermen End Strike

A dispute which reportedly tied up 90 percent of the Brownsville, and Port Isabel, Texas, shrimp fleets ended when shrimpers returned to sea last month. The disagreement stemmed from a wage cut for shrimp boat crews, of four cents per pound.

The Brownsville Shrimp Exchange reported they had worked out a 60-40 deal with the crews. The owners would get 60 percent of the catch and the crews the rest. Producers contended that producers elsewhere on the Gulf were selling shrimp more cheaply than local vessels could produce them. Reports indicate that some shrimpers are interested in possible affiliation with AFL-CIO.

Plan Corpus Christi Shrimp Boat Basin

In a move to lure the shrimping industry back to Corpus Christi, the Navigation District and the local Chamber of Commerce are developing plans to build a large shrimp boat basin patterned on the one in Brownsville.

The proposed project would include a large refrigerated warehouse, food processing and storage plant, repair facilities for boats, and an ice and packing house where 10,000-000 pounds of shrimp could be stored. The cost will be between one and two million dollars.

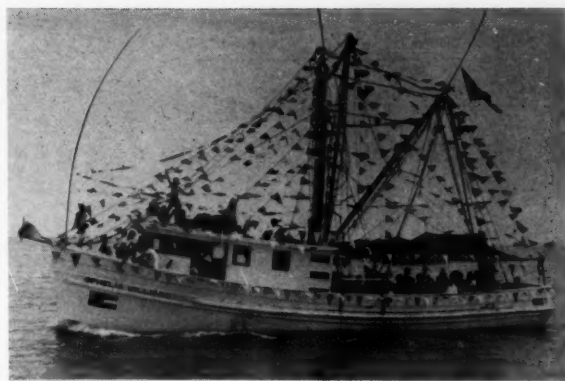
Matagorda Bay Channel Approved

Despite two previous vetoes, plans for a 28-mile, deep-water channel serving points in Matagorda and Lavaca (Tex.) bays finally have Congressional and Presidential approval. Granting of appropriations to launch the project, estimated to cost \$10,000,000 in U.S. funds and \$7,500,000 locally, is yet to come.

Located midway between Galveston and Corpus Christi, Matagorda is one of the largest coastal bays on the Texas coast. It is separated from the Gulf by a long, narrow beach. At present, the only entrance in the 130-mile stretch is through Pass Caballo.

New Shrimp Staining Technique

Techniques for marking shrimp with vital stains, which permit the shrimp to molt without dying and still retain the mark, have been developed by the Bureau of Commercial Fisheries, Galveston, Texas, Biological Laboratory. Using the new method, scientists stained juvenile pink shrimp in protected areas and recovered them four months later. They had tripled their weight and traveled over 100 miles. Stained brown shrimp in Galveston Bay had traveled 25 miles in a week.



"Ophelia Williams" captured first place as the best decorated boat in the Biloxi, Miss., shrimp fleet parade at the recent Blessing of the Fleet. She is captained by Wildon Ross and is owned by the DeJean Packing Co.

Texas Ports Celebrate Shrimp Festival

Port Isabel and Brownsville, Texas, celebrated their seventh annual Shrimp Fiesta in July. Seventy decorated trawlers passed in review and were blessed by Rev. M. S. Garriga, bishop of Corpus Christi Diocese. A floral wreath was cast into the water in honor of seamen who have lost their lives in their occupation.

Louisiana Fleet Blessing Scheduled

The Morgan City, Louisiana, Shrimp Festival will be held in conjunction with the Oil Centennial celebration this year, August 31 through September 7. The weeklong celebration is sponsored by the Louisiana Shrimp Festival and Fair Association and the St. Mary Parish unit of the 3rd Congressional District Louisiana Petroleum Council. Parish Clerk of Court, Benny Blakeman is president of the festival association.

This will be the 23rd year the Shrimp Festival and Blessing of the Fleet program has been held in Morgan City. It also marks the 100th anniversary of the nation's oldest oil industry.

A Shrimp Festival Regatta will be held on Lake Palourde. Other plans include selection of a Queen, a parade, street fair, fireworks, festival court show, a parade of boats following the Blessing of the Fleet, and an art exhibit.

The annual blessing of the Lafitte, Louisiana shrimp fleet was scheduled for Aug. 9. A special Mass for fishermen was to be held in St. Anthony church in Barataria. The blessing was to be followed by a dinner and ball. Clem Perrin reigned as King Jean Lafitte VII.

Louisiana Shrimp Output Higher

Production of shrimp in Louisiana during May and June, the open season in state inside waters, totaled 14,581,600 pounds. It was nearly 2½ times the amount produced in the corresponding period of 1958.

Charles H. Lyles, Bureau of Commercial Fisheries, New Orleans, said the May-June catch brought the total state shrimp production during the first half of the year to 16,247,000 pounds compared with 7,939,000 for the first half of last year.

A spokesman for the state's canning industry said the gains indicate a remarkable comeback for Louisiana's shrimp industry, which five years ago began a serious decline. The production peak in the state is in the fall. This year the open season for inside waters has been extended to December 20. Then, a clearer picture showing the effectiveness of the new conservation laws adopted last year, will be available.

NORTH ATLANTIC

Maine Vessel Safety Program First in U. S.

The first Port Safety Committee for fisheries in the U. S. has been formed in Maine through the efforts of the Bureau of Commercial Fisheries, Fishing Vessel Safety Program in New England.

The primary objective of the Committee is to provide leadership for the industry in establishing a practical, accident-prevention and health program. Initial activities will be confined to the Portland area.

Action under consideration by the Committee to initiate the program includes the following: Establishing a frequency accident rate for the Portland fishing fleet, based on disabling work injuries and hull and machinery accidents; Studying accident reports to devise ways to direct accident prevention and elimination of unsafe conditions.

The Committee would also establish a code of safety standards for various classes of vessels engaged in other trawl, scallop-dredge, and purse-seine fisheries. They would make available facilities to encourage safe operating practices and demonstrate approved devices and equipment to all industry members. They would finally promote fleet safety at all times, and by exercising control of operational procedures, reduce the accident rate and effect a reduction in marine insurance premiums to vessel operators.

Use of Air Bubble Curtains Planned By Two Maine Plants

At least two Maine commercial fish plants have outfitted boats with air bubble equipment and plan to use it this year. The companies are Maine Marine Products of Portland and the Tridant Packing Company of Lubec. Sardine seiners or weir operators at Kennebunkport, Richmond Island, Casco Bay, Portland and Rockland also have installed air bubble curtain equipment.

Experiments with air bubbles during the past two years, by the Maine Herring Exploration and Gear Research Unit, showed the movement of herring schools can be influenced by an air bubble curtain, created through special equipment. Trials showed that herring avoid passing through the curtain and the bubbles could be used to drive schools from the center of a cove to shallow water. The curtain is successful in driving schools, not available to conventional gear, into the nets of seine crews.

New Jersey Boat Sinks

The 47-foot trawler *Twilight*, out of Cape May, N. J., overturned and sank recently, when its gear became entangled with a heavy object. The crew of two was rescued by the Cape May trawler *Ida*. Coast Guard spokesmen said the *Twilight* apparently capsized when the weighty object was being raised. Owners are Charles and William Walker of Cape May.

Maine Sardine Carrier Hits Buoy, Sinks

The carrier *Oquirrh*, owned by the R. K. Barter Canning Co. of Stonington, Maine, was enroute to its home port with 800 bushels of sardines, last month, when it hit a 12-foot, steel, Navy trial course buoy and sank. Capt. Elbert Shepard was at the wheel when the crash came. He and crewman Donald Trundy, both of Stonington, were picked up by a Coast Guard life boat.

Rockland Festival a Success

The thirteenth showing of the annual Maine Seafoods Festival held in Rockland last month was agreed to by all as one of the best. Vice-President, Leslie Dyer with the help of chef Bill Burge, boiled and served a total of 12,222 pounds of lobster at the Festival dinner. Major supplier was Harold Simmons of Spruce Head Lobster Corp., who shipped in 6,184 pounds, saved over a two week period.

A parade featuring floats, bands and clowns proceeded for two miles through the Rockland business section, supervised by Dr. Russell Abbott and Scot Wilson. It was estimated that the biggest crowd in the Festival's 13-year history turned out for the events.

Nancy Arey of Spruce Head, who operates 50 lobster traps of her own, was chosen as sea goddess to reign with King Neptune in the person of Ralph Stone. Miss Arey laid a wreath at the massive anchor on the pier as memorial services were held for sailors and fishermen of Maine who lost their lives at sea.

Other events included church services, professional entertainment, dancing, and a lobster boat race. Harold W. Look, Sr., lobster dealer of Rockland, was president of this year's affair. Publicity for the festival was handled by Gordon Aston, past president, and George Taylor of the Department of Sea and Shore Fisheries, and Philip J. Macey of the Department of Economic Development.

Clam Growth Experiments at Islesboro

Cooperative research, by the Fish and Wildlife Service, the Maine Sea and Shore Fisheries Department, and the Islesboro Shellfish Conservation Committee, is being conducted on soft shell clam propagation. The Fish and Wildlife station at Boothbay is studying the growth rate of clams in various densities of populations.

Broad Cove, on the eastern side of the Penobscot Bay Island, was closed to diggers to permit experiments on protecting clams from green crabs. Small fences, with overhangs, were constructed across the mouth of the cove by the Sea and Shore Fisheries and the Islesboro Shellfish Committee. The fences prevented the crabs from feeding on the flats.

The area was also closed, by the Legislature, to all types of shellfish and marine worm digging. This resulted in such a heavily populated section that the growth rate was hindered. Federal marine biologists reduced the density in one area and are recording the growth of clam samples from inside and outside that area. The samples will be compared within a year.

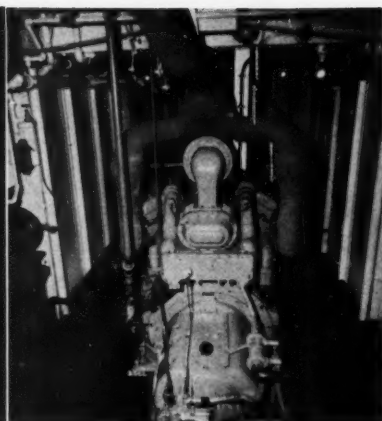
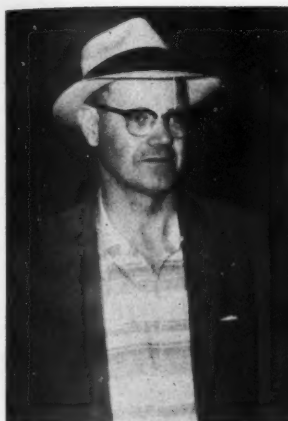
Results of the studies should provide information that will help determine how long areas should be closed to achieve maximum growth and yield. Other clam conservation studies are being conducted at Wells.

Maine Redfish Boat Repowered

The 75' redfish dragger *Flo*, owned by Capt. Walter Ross of Rockland, Me., is being repowered with a Wandrerer Model NKDBSM Waukesha Diesel, rated 315 hp. at 1200 rpm. Sold by Hathaway Machinery Co., Inc. and installed by Hunter Machine Co., the engine is fitted with Snow-Nabstedt #3961, 3:1 hydraulic reduction gear, American Bosch Hydrotor hydraulic starting system, Twin Disc direct power take-off, Ross heat exchanger and Marine Products raw water pump. A new 54 x 44, 3-blade Columbian propeller will be used, and the boat is equipped with a 1335-40 Hathaway-winch.

New Lobster Boat at Tenants Harbor

Capt. Albert Johnson of St. George, Maine, has a new Nova Scotia-built lobster boat, which he operates from Tenants Harbor. She has a Model IH-240, 120 hp. Palmer engine with 2:1 Paragon gear, sold by H. P. Simpson of Portland.



Capt. Nils Risdal and his new 80' scalloper "Neptune" of New Bedford, Mass. Her engine (center) is a 300 hp. Caterpillar Diesel; and the vessel was built by Harvey F. Gamage, So. Bristol, Me.

80' Scalloper "Neptune" Makes Three Trips in First Month

The new 80-foot *Neptune* landed three 11,200-pound trips of scallops during her first month of fishing out of New Bedford, Mass. She is owned by Capt. Nils Risdal of Fairhaven, Mass., and replaces the scalloper *Eunice* & *Lillian* which sank last year.

The vessel was built by Harvey F. Gamage, Shipbuilder, South Bristol, Me., from designs of Dwight S. Simpson & Associates, Boston. She is a lengthened version of the 76' *Sippican*, with round stern in place of the transom type.

The vessel is framed with 3" double sawn, moulded oak on 18" centers; planked with 2" oak and decked with 2½" pine. Fastenings are galvanized and she has an 18'10" beam. International Copper bottom paint was used.

Eight men are accommodated in the fo'c'sle, which has built-in berths with individual reading lamps; there are two berths in the after cabin, and quarters for the captain are in a stateroom aft of the pilot house.

The galley has a No. 450 Shipmate oil burning range, a 600-gal. fresh water supply in galvanized tanks, stainless steel sink and large built-in refrigerator with Fiberglas insulation. Very adequate locker and storage space is provided in all quarters, and the heating system is supplied by a No. 30 Shipmate oil-fired hot water boiler in the engine room.

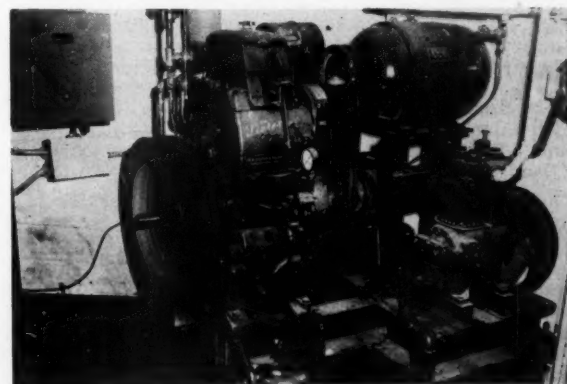
Propulsion power for the *Neptune* is furnished by a D375, 300 hp., 1200 rpm. Caterpillar Diesel, sold by Perkins Machinery Co. Inc. The engine is fitted with 3:1 reduction gear and 3:1 Twin Disc front power take-off, and operates a 5 kw. Kurz & Root generator, Marine Products wash down pump and Jabsco bilge pump. A

58 x 36, 3-blade Columbian propeller turns on a 4½" Tobin Bronze shaft, with Goodrich Cutless stern bearing, and the rudder port was made by J. F. Hodgkins Co. Four welded steel fuel tanks carry 3500 gallons.

A Deseco-Lister unit supplies auxiliary power, and comprises a single cylinder FR1 Lister Diesel, 5 kw. Kurz & Root generator, Quincy air compressor and Jabsco pump. Batteries are Type 8-HHG-21, 112-volt Surrette.

Deck gear includes 200 lb. Danforth anchor, Hathaway Model 653 winch with 18" drums, and two 5" Hathaway gallows frames.

Electronic equipment for the *Neptune* was sold and installed by Marine Radio & Electric Co., Inc., Fairhaven, Mass., and includes 10" Bat Lavoie radar, Model D-12 Bendix depth recorder, Model AE76DM Apelco radio-telephone, two APN9 loran sets and Model 38 Halli-crafters radio receiver.



Deseco-Lister auxiliary Diesel unit aboard the "Neptune" of New Bedford.

Exploratory Industry Meetings Held in Massachusetts Areas

Massachusetts Department of Natural Resources has called for two sectional exploratory meetings in an effort to iron out differences between commercial and sport fishermen. The department, headed by Charles H. W. Foster, called the meetings an attempt to establish a sound fisheries management program for the state.

The first meeting was held for South Shore groups in Bourne, July 17. The second is scheduled for Gloucester in the latter part of August. At the South Shore meeting, Foster said, all who gain their livelihood or derive pleas-

ure from the ocean, should meet occasionally to propose legislation, beneficial to all.

Elmer Reed, president of the Massachusetts State Council of Sports Fishermen, suggested commercial boats exercise care when entering a known sports area. The dragger and lobsterman problem arose as Lewis Orsillo, secretary of the Atlantic Lobsterman's Union, declared lobstering is a losing proposition. "Draggers have 99 percent of the ocean and want the other one," he said.

He proposed dealers be required to keep records so the true number of lobsters caught and sold could be learned. Speaking for the draggers, A. J. Graffao pointed out that when a dragger's gear gets fouled up in lobster pots, it costs the dragger money.

Construction Bill Prospects Good for Gloucester Industry

Massachusetts Congressman William H. Bates recently saw bright prospects for legislation this year, which would benefit the Gloucester fishing industry. The House Committee on Merchant Marine and Fisheries had reported out favorably a bill which Bates feels will help fishing interests.

Originally sponsored by Bates, and amended by Torbert H. Macdonald of Massachusetts, the bill would make Gloucester owners eligible for a federal subsidy to help finance new vessel construction in this country. "It's the first time we've gotten this far," Bates said. "Last year, our bill was never reported out of committee."

Four limiting conditions were hooked onto the bill recently. They are: 1. Prospective new boat owners must be located in those sections of the United States denied relief under the U.S. Tariff Act.

2. The subsidy would be doled out under the control of the U.S. Maritime Administration and the U. S. Department of the Interior, so that there can be no duplication of effort. 3. The annual expenditure of federal funds for the new vessel subsidy can not exceed a million dollars (estimated to help in the construction of 20 boats.) 4. The subsidy program is limited to three years. However, if the bill is passed, the possibility of an extension after that time is considered good.

Gloucester Landings Over June

Gloucester, Mass., landings for July 1959 totaled 22,977,000 pounds to pass June landings by 3,836,500 pounds. The catch was a drop of 2,162,000 pounds from July the year before. Ten days showed over a million pounds. Tops were the 13th with 1,391,000 pounds for 17 trips; the 20th with 1,641,000 pounds for 31 trips; the 24th with 1,711,000 pounds for 26 trips; and the 27th with 1,398,500 pounds for 21 trips.

First Mackerel Reported

The first mackerel of the 1959 season was reported in Gloucester, Mass., when the purse seiner, *Ida and Joseph*, landed 2,000 pounds on July 21. The fishing vessel *Jackie B.* landed 4,000 pounds on July 31.

Repower Gloucester Vessel

The 50' dragger *Linda B.* owned by Capt. Rosario Testerverde of Gloucester, Mass. is being repowered at Hathaway Machinery Co., Inc., Fairhaven, Mass. Her new engine is a WAKDBM Waukesha 195 hp., 1600 rpm. Diesel, equipped with Snow-Nabstedt 3764, 2:1 reduction gear, Twin Disc direct power take-off and electric starting. The vessel was built at Quincy in 1949 by John Bennett, who owned her up to three years ago.

New Engines for Massachusetts Boats

A new D397, 500 hp. turbocharged Caterpillar Diesel has been installed in the 98' Boston dragger *Caracara* by Bromfield Mfg. Co. The boat is owned by Mrs. Tripolina Bramante of Medford, Mass. The engine, sold by Perkins Machinery Co. Inc., has Caterpillar hydraulic 3.5:1 reduction gear, Twin Disc power take-off, and swings a 62 x 54, 4-blade Columbian propeller.

The 77' dragger *Olympia LaRosa*, owned by Capt. Charles & Frank LaRosa of Boston has been repowered at Tringale Boatyard, East Boston, with a D397, 450 hp. Roots blown Caterpillar Diesel. This engine, also sold by Perkins Machinery, is fitted with Caterpillar hydraulic 3:1 reduction gear and Twin Disc 3:1 power take-off.



The "Columbia", 103-foot dragger, Capt. Philip Parisi, operates out of Gloucester, Mass., for the Empire Fish Co. She is powered with a 510 hp. Waukesha Diesel which swings a 64 x 46 Federal propeller through Snow-Nabstedt reduction gear.

Gloucester Dragger "Columbia" Repowered for Groundfishing

The 103-foot dragger *Columbia*, operated by Empire Fish Co., Gloucester, Mass., has been repowered with a LRDBCSM Waukesha Diesel, rated 510 hp. continuous at 1200 rpm.

Sold and installed by Hathaway Machinery Co., the engine is fitted with Snow-Nabstedt #3971, 3.5:1 hydraulic reverse-reduction gear, American Bosch Hydrotor starting system, Ross heat exchanger and Snow-Nabstedt 2:1 power take-off. It operates two Marine Products pumps and one Jabsco pump, which can be used interchangeably for raw water, bilge and wash down service. The engine swings a new 64 x 46, 4-blade Federal propeller.

Scheduled to sail for groundfishing the middle of this month, the *Columbia* carries a crew of eight, under command of Capt. Philip Parisi. Her fish capacity is 200,000 pounds.

The vessel was built by James Shipyard, Essex, Mass. in 1942, and is of schooner-type design by Eldredge-McInnis, Inc. Empire Fish Co. operates two other draggers, the *Pilgrim* and *Puritan*. W. J. Gross is general manager of the Company, and John Pino is shore captain.

Gloucester Honors Lost Fishermen

Gloucester, Mass., fishermen and clergy recently offered homage to the estimated 10,000 Gloucester men who have lost their lives at sea since the port was settled in 1623. The eulogy to the fishermen was given by Rev. Willis P. Browning, pastor Wesley Methodist Church.

The annual service began with a procession from the Gloucester Fishermen's Institute led by ex-Mayor Weston U. Friend, president for ten years.

The procession paused at the famed statue of "The Man at the Wheel" where wreaths were placed at the base. Flowers were cast on the ebbing tidewater.

Two R.I. Atomic Dumping Sites Out

Two of three suggested sites for dumping low-level atomic wastes of Rhode Island have been dropped from consideration because of possible interference with commercial fishing. Dr. Clayton E. Carritt, chairman of a panel of experts that suggested 28 possible dumping grounds from Massachusetts to Texas, has identified the dropped sites. They are Browns Ledge off Martha's Vineyard, and a two-mile circular area around an unexploded depth-charge 10 miles south-east of Point Judith.

SOUTH ATLANTIC

Large Admiralty Award Given Florida Shrimpers' Kin

The survivors of three crew members of the shrimp, *Donald Ray*, lost off Mayport, Fla., in 1957, were awarded \$169,042 by the U. S. District Court recently. One of the largest admiralty case awards in the district, the order was signed by Judge Bryan Simpson. The original suit against the government asked \$450,000, because of negligence of the U. S. Coast Guard and U. S. Navy in the conduct of rescue operations.

The suit against the government was inaugurated under the Federal Tort Claims Act, which recognizes the liability of the government and its agencies in negligence cases. Simpson noted the Navy and Coast Guard failed to evaluate properly and utilize available information concerning the boat's condition; failed to correct changing information and pass it on to the Rescue Coordination Center in Miami; and failed to consider the fact that the *Donald Ray* was in immediate danger.

The plaintiffs cases were based charges of negligence in utilizing information—a chain of errors—rather than any fault in the physical rescue attempt.

Florida Group Urges Import Curb

The Southeastern Fisheries Association announced at Tallahassee, Florida, last month, that it will urge federal lawmakers to curb imports by foreign fishermen. Charles Bevis, association secretary, stated one proposed plan would set up quotas for nations competing with domestic shrimpers.

Robert Ingle, State Conservation Board, said no import duty is imposed on shrimp and many other seafood products. He states that foreign fisheries are not subject to the same sanitary regulations which result in higher labor and equipment costs for U. S. operators.

Semi-Automatic Dredge For Virginia Oyster Firm

A new, semi-automatic oyster dredging vessel, *John P. Holloway*, is being constructed for J. H. Miles and Company, Inc., Norfolk, Va. The 4,000-bushel capacity, steel vessel will use two 60-kw Diesel turbine generators, which supply power for two 30-hp. dredge-hoist gear motors, two 10-hp conveyors, a large ballast pump for control of draft and trim, and auxiliaries. Electrical equipment will be furnished by the Westinghouse Corporation, Pittsburgh 30, Pa.

Operation of the vessel and dredging will be controlled entirely from the pilot house through the use of electrical and air remote controls. Conveyors will be utilized to unload cargo and also to plant seed oysters.

The vessel was designed by Adin K. Woodward and Associates, naval architects, Norfolk, Va. Construction is underway at the Norfolk Shipbuilding and Drydock Corporation, with delivery scheduled for early September.

Hampton Roads Dragger Landings Rise

Hampton Roads dragger landings for July 1959 equaled 118,000 pounds for 19 trips, an increase of 56,700 pounds over the same period in 1958. The rise resulted from a 57,500 pound increase in fluke. The figure shows a drop from June 1959. The pound net fishery showed a total of 334,000 pounds or a drop from the previous month and year.



"Southern Lady" owned by Lamar M. Driver, Savannah, Ga., is powered by a 170 hp. General Motors Diesel. The 57' shrimp boat has a 46 x 36 Federal propeller and 515½T Stroudsburg hoist. She was built by Diesel Engine Sales, Inc., St. Augustine, Fla.

Hose Cuts Seeding Time in Virginia

A high pressure water hose that can scatter 1,250 bushels of seed oyster every 20 minutes could replace the hand method. On the ocean front of Virginia's Eastern shore, a monitor load was recently bedded in that time, accomplishing what before had taken six men an hour.

The high pressure hose, which pumps 750 gallons of water per minute, is replenishing two oyster rocks. Planting of public rocks is being carried out under state authority. A total of 59,200 bushels have been planted on public grounds in Upshur, Swash, Bradford, Burton, and Chincoteague bays.

Good Hampton Roads Season Seen

The Hampton Roads area is looking forward to a good fall season for spot and croakers, according to Stanley Fass of Isaac Fass, Inc., Portsmouth, Va. This year has seen smaller production in upper Chesapeake Bay, and a scarcity of fish in this area generally is followed by good fishing at the mouth of the Bay.

From now on, haul seiners will be getting increased quantities of ocean view spots and pound netters will be harvesting croakers, in the vicinity of Hampton Roads. The sizable fleet of small draggers working this area has had what is reported to be the best season ever for fluke catches.

Georgia Fishermen Fight Price Drop

Darien, Georgia, fishermen have organized in an effort to combat dropping shrimp prices, promote the shrimp industry, and seek better relations with sport fishermen. A meeting was held at Community House, where a committee of three was appointed to present a set of by-laws with the assistance of attorney Dan White. Rev. J. H. McQuaig, a boat owner, was elected secretary-treasurer.

After the middle of June, shrimp prices took a sharp decline. A. R. Sellers of King Shrimp Co., Brunswick, has pointed out that processors, must maintain large inventories and are being forced to sell below cost by the price drop. He blames imports that, proving unacceptable to breaders, were sold at distress prices.

Potomac River Compact to be On Maryland Election Ballot

Southern Marylanders, trying to get a better Potomac River compact between Maryland and Virginia, will have a referendum in the November 1960 elections. Compact effectiveness could, therefore, be delayed until that time. The referendum was assured when opponents of the pact obtained a total of 12,968 signatures on a petition to place the new treaty on the ballot.

Robert Barbour, counsel for the watermen's association which spearheaded the referendum said, "We feel that any such agreement (regulating fishing in the Potomac) should include the lower Chesapeake Bay." He said the association feels Maryland is giving away authority over the river, without a proper test in the Supreme Court to determine if Maryland's abrogation of the old compact was legal.

The new compact calls for a joint fisheries agency of three members from each state to administer fishing laws in the Potomac. The group would have broad regulatory powers.

Doubling Oyster Production in Maryland Possible

There are hopes to increase the oyster production in Maryland to 4,000,000 bushels within the next four years, according to Tidewater Fisheries Commission biologist, Ralph C. Hammer. The Commission has authorized him to grow as many oysters as he can.

Hammer has reported to the Tidewater Fisheries Commission that six times as many oyster shells were planted in seed areas in one month this year as were set all last year.

He explained that he believes the shell help produce more oysters when planted in areas with high setting rates. After oyster larvae have had a chance to fasten onto the hard shells, the shells can be transplanted to natural bars where the oysters will have the best chance to reach maturity. Hammer plans to transplant the shells next fall. Up to the time this new policy was introduced, shells had been planted all over the state's waters.

Tidewater Commission at Smith Island

Dr. H. C. Byrd, chairman and director of the Maryland Tidewater Fisheries Commission, with Jeremiah Valliant, Salisbury, and Albert Baker, Queen Anne County, conducted a public meeting at Smith Island recently. The meeting was an effort on the part of the Commission to enlist the cooperation of the lower Bay in setting up a program for increasing the state's seafood production. It was held to allow watermen to express opinions and views on the industry and law enforcement.

The Smith Island meeting was one of several to be held in all seafood producing counties of Maryland. In referring to the meeting, Egbert L. Quinn said, the industry must come to a meeting of minds, to assist the Commission in thinking and action for the benefit of everyone.

Maryland May Get Shells From Chesapeake Bottom

The Maryland Tidewater Fisheries Commission has authorized Chairman H. C. Byrd to look into the possibility of dredging the bottom of Chesapeake Bay for in its search for shells to use as cultch. Byrd said a dredging firm, which found large deposits 8 to 10 feet beneath the bottom of Gulf State tidewaters, had offered to test Chesapeake Bay for similar deposits. He said the tests would cost nothing.

Shells are essential to any program for rehabilitation

of the Bay's oyster supply, and the Commission hopes to step up production of seed oysters by planting an extra 500,000 bushels of shells in prime growing areas.

Maryland Crabbing Picking Up

Signs of a pick-up in the crab industry was noticed in the lower bay and Crisfield area, at the end of July. A scarcity had existed during the later part of June and most of July. Crab processing houses have begun to work more each day, indicating an increase of crab catches. Peeler crabs showed in greater numbers near August, and watermen report large numbers of small crabs on the river bottoms, which could mean a material increase in the catch within weeks.

South Carolina Non-Resident Licensing

The licensing of non-resident shrimp boats will be simplified under a recent ruling of the South Carolina tax commission, according to director G. Robert Lunz of the Division of Commercial Fisheries. The law requires that non-resident shrimp boat owners must pay all income taxes due South Carolina during the previous year, before obtaining a license to operate in the state.

Lunz said in the case the boat did not operate in South Carolina during 1958 the owner may certify this in a simple affidavit, sworn to before a notary public.

In the event the boat operated in South Carolina during 1958, but the owner filed no return, proof must be offered that no taxes are owing. If a tax is owed, the tax commission will assess a penalty of approximately 25 percent.

S.C. Trawling Areas Mapped

Shrimp trawling dates and areas will be mapped out from now on, for the South Carolina coast. This should eliminate illegal trawling through misconception of the law, according to G. Robert Lunz, director of the State Division of Commercial Fisheries. In addition, several areas previously closed to shrimping will be opened.

In the past, Lunz said, much of the illegal fishing was caused by the technical way in which the shrimping laws were written. Now, however, an attempt is being made to provide each trawler, and possibly every crew member, with a map designating the areas open to shrimp trawling. The dates for trawling within certain areas will be shown on the map. The Commercial Fisheries Department will begin to crack down on violators more heavily after the maps are issued.

North Carolina Shellfish Season Good

Shellfish landed in North Carolina during the first six months of 1959 were taken in larger numbers than in the same period of 1958, with the exception of shrimp and scallops. Finfish catches were down slightly, according to fisheries commissioner C. G. Holland's report to the Board of Conservation and Development.

The hard crab catch for the first half of the year was the best for any similar period in the past six years. Soft crab production continues to increase steadily, showing a marked improvement over last year. Holland said there had been a tremendous quantity of small shrimp this year, but most are of marketable size now.

He felt it unfortunate that waters could not have been closed during June to prevent taking of the tiny shrimp. Action taken at a recent session of the Conservation and Development Board, will make such closures possible in the future. Also, the 70-count regulation was repealed.

Although the scallop season was under 1958, the production was above normal and prices good. Holland termed the oyster season as one of the best in the last seven years for quality, price, and production.

While finfish catches remained below last year's level, menhaden catches this season are about 16 million fish ahead of 1958.

NEW BEDFORD

Stages Successful

SCALLOP FESTIVAL

Top Scallop Production

Year Seen for Port

SIXTEEN thousand people were served scallops at the second annual, two-day Scallop Festival staged at New Bedford, Mass. on Aug. 7 and 8. Visitors came from at least 41 States and 6 foreign countries, with an attendance nearly double that of the first year.

The highly successful event was sponsored by the Exchange Club of New Bedford, in cooperation with the New Bedford Seafood Council. Charles E. Sharek, Jr. and Dr. Walter M. Pejko were co-chairmen of the Festival Committee, which had 200 workers and used 20 gas cooking stoves.

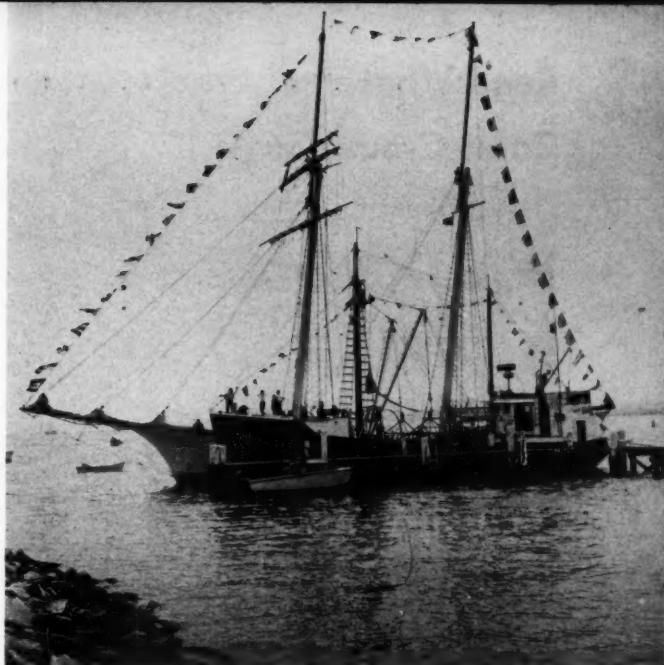
The menu included a generous portion of scallops, fresh fried potatoes, peas, tartar sauce, bread and butter, beverage and sherbert. Sea scallops for the Festival were donated by the crews and boat owners of the New Bedford fleet which produces 80 percent of the nation's scallop supply.

The scallop dinners were served in a 4800 sq. ft. tent on the waterfront Marine Park, with accommodations for 700 people at one time. Organ music was provided throughout the day.

Selected as the year's Scallop Queen from 29 contestants was Theresa Lou Sweeney, 17-year old daughter of a former New Bedford fisherman, who is now manager of the New Bedford Seafood Cooperative. She was crowned at a dinner-pageant held prior to the Festival, and was to receive a 3-day trip to New York City.

A featured attraction of the Festival was the public inspection of a fully rigged scallop dragger, anchored at dock near the grounds. On the first day, the newest addition to the scallop fleet, Capt. Nils Risdal's 80-foot *Neptune* was on display. The vessel was launched in June at the Gamage Shipyard, So. Bristol, Me. For the second, Capt. A. J. Pedersen made his *Snoopy* available. Scallop packing plants and boat outfitting docks also were open for inspection, and harbor boat rides were available.

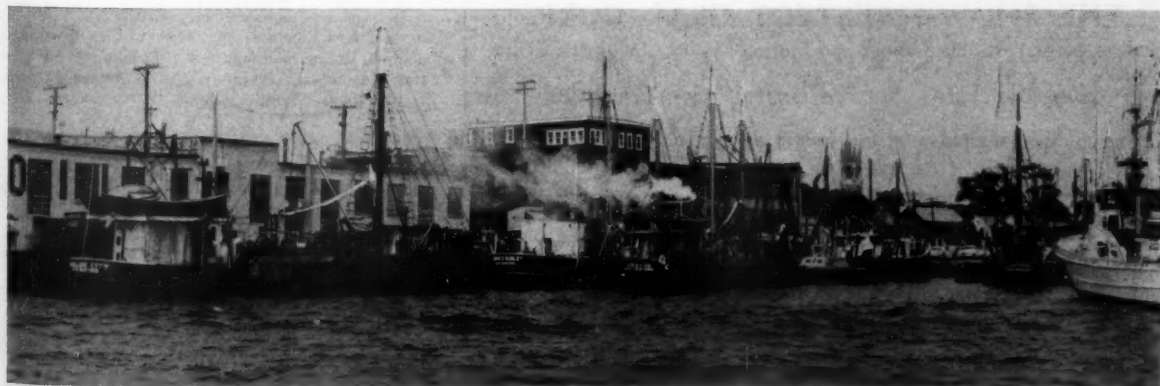
A scallop recipe contest held prior to the Festival brought excellent response, and the recipes were judged



Capt. A. J. Pedersen's scalloper "Snoopy" is framed by pennant-bedecked brigantine "Yankee" adjacent to the Scallop Festival grounds at New Bedford, Mass. One of the newest vessels in the fleet, the Gamage-built "Snoopy" was open for public inspection.

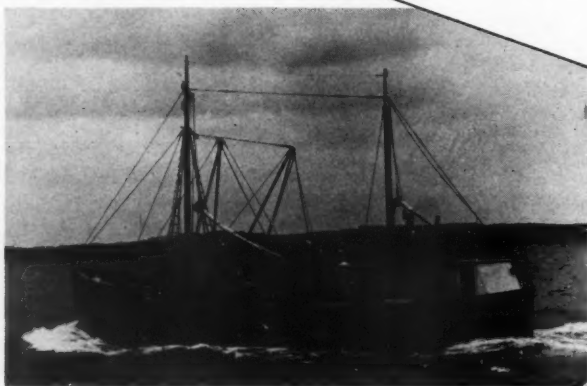


Octavio A. Modesto, left, general manager of New Bedford (Mass.) Seafood Producers Association, and Capt. Leif Mikalson, president of the organization.



Fishing vessels at the Hathaway-Braley Wharf, Fairhaven, Mass., showing in the foreground the "Whaling City", "John G. Murley", and "Noreen".

Read What
Capt. Crouse Says
about his
WAUKESHA
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Yours truly,
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The "Aegir" is an 80-foot scalloper that operates on Georges Bank. Her LRDBM 335 hp. 1200 rpm. Waukesha Diesel with Snow-Nabstedt 3:1 reduction gear, gives speed of 10½ knots. Swings 54 x 40, 4-blade propeller. Engine sold by Hathaway Machinery Co. Inc. and installed by Lunenburg Foundry & Engineering Ltd. in April 1958.

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by Demetria Taylor, well-known home economist of New York City.

Through the courtesy of the Welcome Wagon, which had a booth on the Festival grounds, and with compliments of the city, a 24-page booklet on New Bedford's History was given to Festival patrons. It contained considerable information about the development of the port's whaling and fishing industries. Also distributed was a booklet prepared by the New Bedford Seafood Council, containing scallop recipes and brief facts about the industry.

The New Bedford Seafood Council, set up to promote the market for scallops and fish, is jointly sponsored by the Seafood Producers Association (comprising boat owners) and the New Bedford Fishermens Association (union organization). Their efforts in publicizing scallops through the Festival and advertising channels are recognized as being instrumental in building a demand which is absorbing New Bedford's increasing scallop production at a profitable price level.

Octavio A. Modesto recently was made general manager of the New Bedford Seafood Producers Association, succeeding John F. Linehan who resigned to accept a government fisheries administrator post in Korea. Capt. Leif Mikalson, owner of the *Kingfisher*, is president of the Association; John J. Gobell, owner of the *Whaler*, is vice president and treasurer; and John A. Murley of the Murley fleet, is secretary.

The night before the opening of the Festival, a special press dinner was given to 75 food editors and representatives of industry and government at the New Bedford Hotel. It was sponsored by the Exchange Club and New Bedford Seafood Council in conjunction with A & P Stores. Several new scallop dishes were prepared by Andre Surmain, one of New York's leading chefs.

Thomas McPartland, advertising and public relations counsel for the scallop industry, was toastmaster, and among those present were Henry Smith of the A & P Tea Co., National Fish Department in Boston; L. Vernon Drape, Ell Vee Dee, Inc., William D. Eldridge, L. S. Eldridge & Son Inc., Frank Parsons, Acushnet Fish Corp., all scallop packers; U. S. Fish & Wildlife Service representatives, including Paul J. Paradis, fishery marketing specialist from Boston.

Presented to the guests at the press dinner was the newly-prepared, 20-page, illustrated booklet "How to Cook Scallops", issued by U. S. Fish & Wildlife Service, Bureau of Commercial Fisheries. Entitled Test Kitchen Series No. 13, it contains 40 scallop recipes prepared by Dorothy M. Keller, Paula W. Lemmon and Rose G. Kerr, and is available for 20 cents a copy from the Superintendent of Documents, Washington 25, D.C.

The introduction of the booklet gives some interesting background information on the scallop fishery. It points out for example that because scallops are marketed in the form of dressed meat, many people are unaware they are shellfish—a mollusk possessing two shells, similar to



Capacity loads of red hake for industrial use, landed at New Bedford, Mass. In foreground, Frank B. Fratus, engineer and mate on Capt. Ralph Clattenburg's "Agda W." which had 95,000 lbs. On the outside is the "Olive M. Williams", owned by Capt. Gilbert Tavares, with 110,000 lbs., including 10,000 lbs. on deck. The catches were made in 8 hours' fishing time.

oysters or clams.

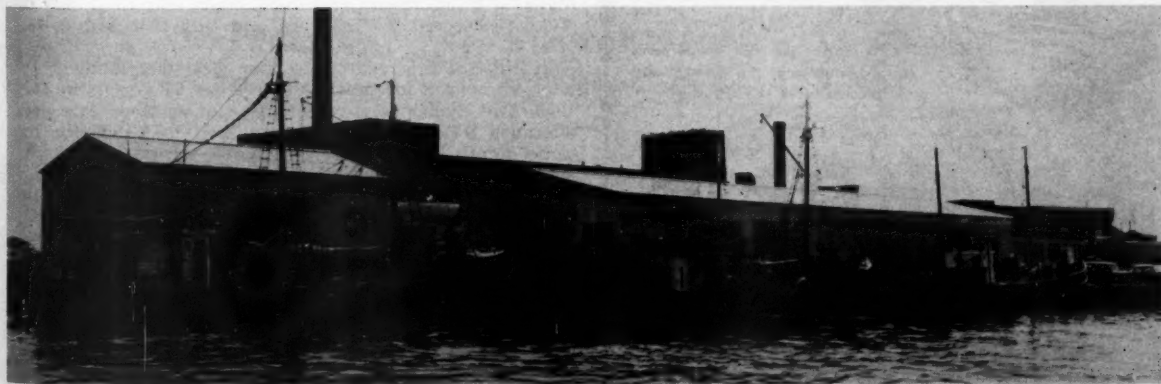
"Scallops differ, however, from those shellfish in that they are active swimmers, moving freely through the water and over the ocean floor. Actively snapping its shell together provides locomotion for the scallop, and results in the development of an oversized muscle called the adductor muscle. This excellently flavored muscle, sometimes called the eye, which closes the shell, is the only part of the scallop eaten by Americans; Europeans, on the other hand, eat the entire scallop.

"There are two varieties of scallops, the large sea scallop and the smaller bay scallop. The sea scallop shell is saucer shaped and sometimes grows as large as 8 inches in diameter.

"The shell of the bay scallop is much smaller than that of the sea scallop, attaining a maximum of about 4 inches in width. Its shape resembles that of the sea scallop except that the shell is grooved and has serrated or scalloped edges. The adductor muscle or eye of the bay scallop is about ½ inch across."

At a press luncheon for food editors, Lt. Gov. Robert F. Murphy said the economy of the State, and the New Bedford area particularly, is greatly enhanced by the efforts of the sea scallop fishermen. New Bedford Postmaster John J. Gobell gave a thumbnail sketch of the New Bedford fishing industry and stressed the quality of the port's fishery products.

Gobell presented a scroll to Ralph J. Gerkin, general



Draggers unloading at Ell Vee Dee, Inc., New Bedford, Mass. Left to right: "Midway", owned by Gerald Moriarty and Ernest Clattenburg; "Major J. Casey", owned by Capt. Mike Griffiths; and "Sea Rambler", owned by John R. Lawson of Hampton, Va.

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Frying scallops for the New Bedford, Mass. Scallop Festival: left to right, Aubrey L. Coon, food coordinator; Capt. Mathias Bendiksen, past president of Seafood Producers Association; Melvin L. Fryer, president of Exchange Club.

superintendent of the Providence, R. I. division of the Great Atlantic & Pacific Tea Co., acknowledging the firm's close association with the port's fishing industry. In reply, Gerkin described New Bedford's seafood as second to none and said "I know the industry here jealously guards the quality of its products." Following the luncheon, the guests toured the harbor aboard Capt. Isaac Norton's scallop *Edgartown*.

Big Increase in Scallop Landings

With an increase of 14 percent in poundage and 29 percent in value for the first seven months of this year compared to the same 1958 period, the New Bedford scallop industry appears headed for a record year. The 1959 scallop production through the month of July totalled 10,149,000 lbs. valued at \$5,385,000, compared to 8,878,000 lbs. at \$4,173,000 for the January-July 1958 period.

There is an excellent supply of scallops this year in beds closest to New Bedford. In June, many of the boats worked the Channel area, and in July a good set of scallops was found on the Southern edge of Georges Bank. Because of the plentiful supply on nearby grounds, the boats have been able to make good trips in short time.

A new record for a single trip of scallops was established on the opening day of the Festival when the *Hilda Garston*, Capt. Bruno Stals, weighed out 27,412 lbs., valued at nearly \$12,500. She broke two previous records, both made in the past month. On July 23, the *Geraldine* unloaded 23,978 lbs. of scallops, while on July 13, the *Moonlight* brought in 21,301 lbs.

July scallop landings of 2,049,000 lbs. were the third highest for any month on record, being surpassed only by August 1953 with 2,095,000 lbs. and July 1953 with 2,054,000.

In July of this year 69 scallop draggers landed 175 trips, compared to 150 trips landed by 68 vessels in July 1958. The month's ex-vessel price of scallops this year averaged \$.4786 per pound compared to \$.4589 for the same month last year.

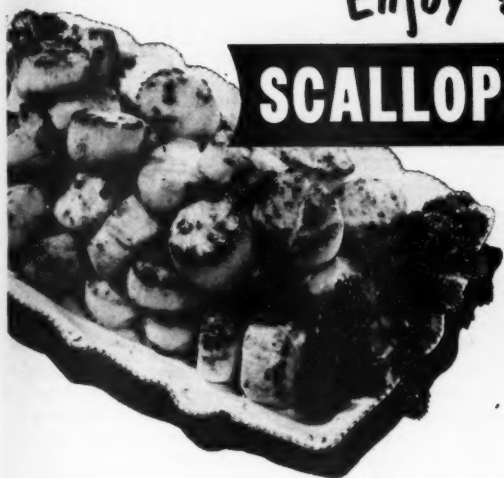
By coincidence, there also were 69 otter trawl draggers which landed 175 trips in July, compared to 164 trips from 63 vessels in July 1958.

Groundfish production (haddock and cod) at New Bedford, which has shown a steady growth in the past few years, made a healthy gain in the first seven months of 1959. Landings were 11,257,000 lbs. valued at \$1,095,000, compared to 7,809,000 lbs. worth \$681,000 in the 7-month period of 1958. This year's catch has been about 7 million haddock and 4 million cod, and the price of large haddock in July averaged \$.1120 per lb., about the same as last year.

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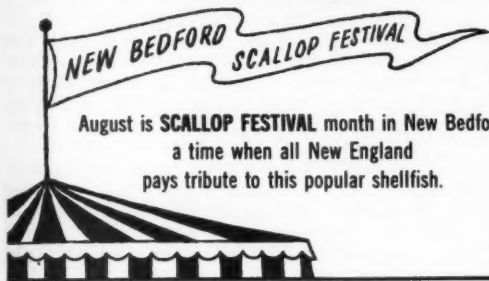


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John J. Gobell, left, vice president and treasurer of New Bedford (Mass.) Seafood Producers Association, presenting scroll to Ralph J. Gerkin, general superintendent of Providence, R. I. Division, A & P Tea Co., large buyer of scallops.

year, with 12 harpooners in operation. July produced 170,000 lbs. of swords, with the fish averaging 213 lbs. each and selling for an average price of 37½ cents per pound. This was 36,000 lbs. more than last July which was one of the best swordfish months in many years.

The flounder catch at New Bedford so far this year has been at about the same level as last, and from January through July totalled 17,379,000 lbs. valued at \$2,555,000. The flounder varieties are yellowtail, lemon sole, black backs, dabs, fluke and gray sole. A decrease in yellowtail production has been offset by increases in other varieties. July landings of yellowtail, while only 2,372,000 lbs. compared to 3,592,000 a year ago, brought the same income, since the price jumped from \$.0674 to \$.1014 per pound.

The only fishery to show a noticeable drop is the trash or industrial catch, which produced 26,347,000 lbs., worth \$190,000 in the first seven months of this year, contrasted with 33,625,000 lbs. valued at \$239,000 a year ago. The main reason for this decline was the fact that because of the improved prices of market fish, many of the boats that fished trash last year are now producing edible varieties. Trash fish has been selling for \$14.00 per ton, with 12 boats operating the first of August, compared to 20 early in the Summer.

The total landed value of all varieties of fish and scallops at New Bedford for the first seven months of this year was \$9,426,000—21 percent more than the \$7,723,000 received for the same period last year. Despite a 7 million pound drop in trash fish receipts, total poundage was off only 3 million pounds for January-July.

The number of boats in the New Bedford-Fairhaven fishing fleet approximates 200. There are over 2000 persons directly employed by the fishing industry in New Bedford, including 1300 crew members, over 100 unload-

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The 80-Foot "NEPTUNE"

Owned by Capt. Nils Risdal
Designed by Dwight Simpson



The "Neptune" and the Gamage-Built "Snoopy"
were open for inspection at the New Bedford
Scallop Festival

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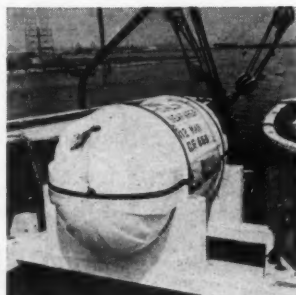
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ing personnel, and nearly 600 fish handlers in the processing and packing plants.

Union representation for fishing boat crews is provided by the New Bedford Fishermen's Association of which Howard W. Nickerson is secretary and treasurer, and Robert Swain and George Edwards are delegates. Having come into existence a year ago, the group is affiliated with the Seafarers International Union of North America, Gulf & Atlantic District, of which Nickerson recently was made a vice president. The New Bedford organization is an autonomous affiliate with local control over membership, finances and elections.

The New Bedford fleet is operating under a two-year contract that was negotiated in October 1958. With the current contract, a fishermen's welfare plan was inaugurated. The program is financed by a one percent deduction from the gross stock of each trip. It is set up under a trusteeship of union and management representatives, with John B. Patten as administrator. The new welfare plan provides for various accident, sickness and death benefits, whereas the previous benevolent fund provided for payments only in case of death.

Vocational training for fishermen is underway at New Bedford. A class in net mending and line and wire splicing started this Spring, financed by State and City funds. Capt. Harold Nickerson, skipper of the *Molly & Jane* is conducting the course.

The U. S. Fish & Wildlife Service, Branch of Commercial Fisheries, maintains an office at New Bedford, of which John V. Mahoney is fishery marketing specialist. Paul Swain is fishery aide in the Biology Division, and a new man, Phillip H. Chase, Jr., has just been added to his department.

Plans for a proposed \$3,175,000 fish pier in New Bedford, Mass. harbor have been presented to the Harbor Development Commission by Robert E. McKinnon, chief engineer for the Massachusetts Division of Waterways, State Public Works Dept. The plans call for an 80 x 400-foot fish pier capable of docking 25 vessels.

PACIFIC COAST

Seafood Advisory Board Formed in California

Industry sponsored legislation establishing a "California Fish and Seafood Advisory Board Law" has been enacted and signed by the governor. The Advisory Board Law enables the California fish and seafood industry, with the aid of the State, to maintain and develop markets for seafoods produced, processed, or distributed through programs of education, research, advertising or sales promotion. The cost will be defrayed by an assessment rate applicable upon a uniform basis on all handlers of fish.

A Working Committee has been elected by the California Fisheries Council to meet with a representative of the State Agricultural Department. The Committee will assist in the conduct of the referendum, act as advisor on matters pertaining to fish industry, and recommend general practices to implement the Law until the Advisory Board is appointed.

Other industry sponsored legislation signed by the Governor provides \$15,600 for salmon planting programs; permits the use of bait nets in Santa Monica Bay for taking sardines, anchovies for any purpose; and reduces the size of commercial red albacore to 7 3/4 inches.

Further legislation permits crab fishermen to bait and set traps 18 hours in advance of the season opening. But, crabs may not be taken aboard until the opening hour.

More Converts to Seining In San Pedro Tuna Fleet

Latest of the long-range tuna boats to be converted to purse-seining is the 131-foot *Paramount* of San Pedro, Cal. Built in 1948, \$400,000 has been invested to convert the vessel at the Al Larson Boat Shop, Terminal Island.

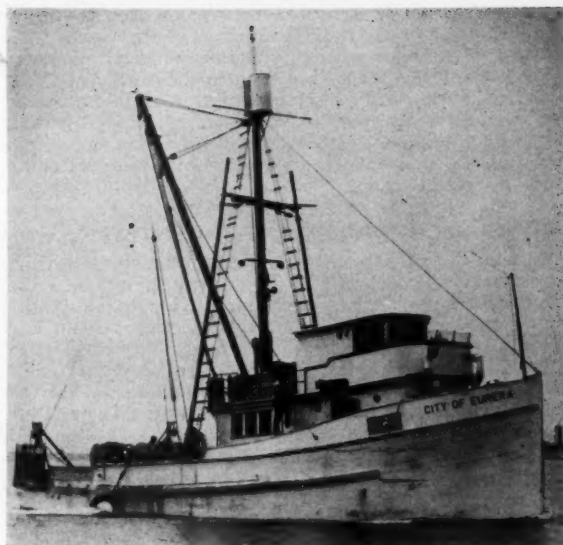
The newest developments in seine handling gear and electronic navigation equipment have been installed to speed handling of nets and reduce time at sea. Hydraulically operated winches can bring 425 fathoms of nylon seine net aboard in 18 minutes, less than a third of the time required by hand operation. Capt. Anton Misetich estimates that time at sea can be cut to as little as forty days.

Navigational equipment includes radar and a Bendix Automatic Visual Direction Finder. It is the same equipment installed on the *Santa Helena* and three other clippers of the same class built by National Steel and Shipbuilding Corp., of San Diego. Bearings on the direction finder are visually presented on a small picture tube. The loop, is located atop the main mast to reduce deviation, and the equipment in the pilot house is connected by a multi-conductor cable.

Aluminum Boats Planned For San Diego Tuna Fleet

Two San Diego, Cal., firms are working on studies and plans for aluminum tuna boats, to help the fleet increase its efficiency, lower costs, and compete with foreign imports. The Chaffee Machine Co. has designed a V-bottom vessel which it hopes to build for a cost of \$130,000. A model is being tested at the Convair towing tank. The new boat will be powered with Allis-Chalmers 350 hp. Diesel. Builder, Tod Chaffee, and engineer, Hugh Maxwell, say that many are interested in ordering vessels as soon as production can be started.

National Marine Terminals, an affiliate of National Steel and Shipbuilding Corp., San Diego, is making



The "City of Eureka" formerly a sardine boat has been converted to a trawler by owner Dick Young of Eureka, Cal. Powered by a 250 hp. Atlas Diesel, she has a capacity of 200,000 pounds.

studies although no plans have been made. Capt. John Goodwin, Terminal's administrator, predicts extensive use of aluminum in tuna boat construction within a few years.

Goodwin says that studies being made indicate Diesel-electric drive should be the next step in tuna boat power plants, with the engine mounted in the stern for additional increase in carrying capacity. It would also provide greater watertight integrity.

Salmon, Tuna Concentrated Off Moss Landing

A wide concentration of albacore off the south central California coast has drawn trollers from many ports. At least six weeks early, heavy fishing has continued day after day. As predicted by marine biologists, there has been little fishing in Mexico due to the California warm water.

Capt. Bill Johnson of the *Elsi* reported catching 479 fish in a three hour period. Fourteen tons were unloaded from that boat after five days fishing. Capt. Robert Mason of the *Selma J.* reported taking 373 fish before noon one day.

Along with the albacore, salmon continued to hold up in the Pigeon Point-Farrallone Island area. The majority of salmon were over 30 pounds. The fish seem to be moving northward about ten miles a day, following the 100 fathom curve. They have been taken in relatively shallow depths of 30 to 40 feet.

Foreign Crews Would Be Used By California Boat Owners

Operating with foreign crews in order to compete with low priced Japanese tuna is seriously being considered by San Diego, Cal., tuna boat owners, according to Joaquim Canas, president of the American Tuna-boat Association. Some may abandon San Diego to berth permanently in foreign waters. However, the law forbids entry of foreign crews into the U.S.

Industry spokesmen in Washington, D. C. suggested three ways in which San Diego owners may attempt to meet the competition. They may use foreign crews, whose

pay is a fraction of American fishermen; drop the crew off outside the U. S. after completion of the catch; then return to San Diego with only the captain and engineer.

They could also trans-ship tuna to the U. S. via Peru, Chile, or Ecuador after catching it with foreign crews. Or, they could use the mother ship method, whereby tuna catches by foreign crews are transferred to one large vessel at sea for return to the U. S. This system is being used on a small scale.

California Men Study Fish Protection

Two California Fish and Game fishery experts are on an extensive inspection tour of fishway facilities in the Pacific Northwest. They are learning how Oregon, Washington and British Columbia are protecting salmon and steelhead waters in face of increasing barriers to fish migration. The Department hopes to find ways by which the state's multi-million dollar salmon industry can be maintained and enhanced as the State Water Plan progresses.

California Ocean Shrimp Set High Mark

California ocean shrimp which has increased in total landings every year since 1951, set a record of 1,728,680 pounds with a value of \$1,000,000 in 1958. Landings were up more than 300,000 pounds over 1957 and double 1955.

The Fish and Game Department said it is watching ocean shrimp resources closely to assure a sustained yield, but has recently been able to recommend an increase in the catch quota.

Abnormally Warm California Waters Have Various Possible Explanations

Commercial fishermen have for several years noted the appearance of southern California fish much further north than their usual range and have fished accordingly. These warm-water species have taken bait as far north as Washington, 1000 miles beyond their normal grounds.

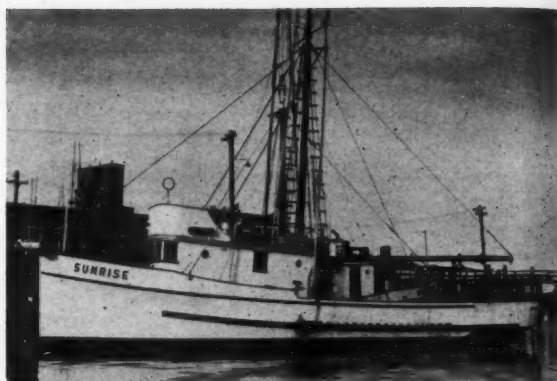
Scientific investigations confirm that the fish have been drawn north by the heating of coastal waters. In 1957 water temperatures were as much as eight degrees higher than the previous year, and continued to rise in 1958. At the same time, the amount of salt in the water rose sharply. Producing the same amount of heating and salinity over such a vast area, would require the energy of 560 million barrels of fuel oil—half the reserves on earth and four times the amount of heat actually received by the waters from the sun.

Scientists have not agreed upon an explanation as to why California has had abnormally mild weather for so long a period. In 1957, the state's first warm-water year, Hawaii had its first recorded hurricane; at Point Barrow, Alaska, the ice broke up at the earliest date in history; and in the South Pacific the tropical rains lasted six weeks longer than usual.

While California waters grew warmer and remained so, waters of Japan were subnormally cold. No relationship between these happenings has been established, but scientists speculate about the effect of possible variations in radiation from the sun. Perhaps there has again been a drastic change in currents affecting California fishing and weather. Old-time fishermen remember warm water periods in 1926, 1931, and 1941, and suggest that it is merely an cyclical affair. But, earlier cycles never lasted as long. Although the fishing grounds are altered, the present warm water has not had much effect on the commercial catch. Market demand is a more determining factor.

Tuna Found Off Oregon

The Oregon Fish Commission reported its troller *Flicker* came across tuna about 50 miles off Cape Blanco recently. Several commercial vessels were reported on their way to the area.



Astoria, Oregon fishing boat, "Sunrise" owned by Rudolph Lovvold has a 110 hp. General Motors Diesel turning a 48 x 30 Coolidge propeller.

Bristol Bay Fishing Time Increased

With red salmon runs coming in better than expected several changes in regulations, allowing extra hours of fishing, have been made in the Bristol Bay, Alaska, season. The Nushagak area, opened on a schedule of two days fishing per week, has been lengthened to four. Other areas opened on a 2½ day week, but the Kvichak-Naknek area has been increased to three. The fishing periods are determined each week, or oftener, on the basis of escapement and the number of fishing units in the area.

Alaska Fish Catch Up in 1958

The commercial catch of fishery products in Alaska during 1958 represented an increase of 8 million pounds and \$1 million, compared with 1957. The 1958 catch amounted to 379 million pounds valued at \$33 million to the fishermen.

The 1958 salmon catch was 38 million pounds greater than the previous year. Pink salmon was up sharply while red salmon declined. The Dungeness crab production nearly tripled that of 1957 with a take of 1.7 million pounds. Herring and king crab production showed a decline.

Alaska Indians May Use Traps

Supreme Court Justice, William J. Brennan, Jr., recently granted a preliminary injunction to prevent Alaska from halting operation of 11 fishtraps in three Indian villages. The Alaska Statehood Act gives the Interior Department the responsibility of administering the wildlife resources of the state until January 1, 1960. On that basis the Secretary of the Interior banned all fish traps except those in the villages involved.

Earlier last month, District Court Judge, Raymond J. Kelley, overruled the federal fishing regulations permitting the Indians to operate the traps. Kelley held that the Secretary of the Interior was without authority to except the villages from a general ban against traps.

Will Observe Russian Boats

The *John N. Cobb*, exploratory vessel for the Bureau of Commercial Fisheries, will spend two weeks observing Russian fishing activities in the Bering Sea. The primary mission of the vessel is to carry scientists to the Cape Thompson area in the Alaskan Arctic. The scientists will study fisheries in waters where a nuclear blast is planned in 1961 to create a new harbor.

Aluminum Gillnetters Prove Efficient in Alaskan Waters

Successful operation in this summer's Alaska salmon fishing in Cook Inlet is reported for ten new all-welded aluminum 32-foot gill netters which were designed and built by Marine Construction & Design Co., Seattle, Wash. They are owned by Harold Daubenspeck of Kenai Packers, and were built from Kaiser Aluminum alloys which are highly resistant to salt water corrosion and adaptable to welded fabrication.

Powered by 165 hp. Graymarine engines with 2:1 hydraulic reduction gears, the boats make 15 knots, compared to 8 or 9 for most gill netters. The engines swing a 20 x 17 Federal propeller on a 1½" stainless steel shaft.

The boats are light in weight, being about 2/3 as heavy as a steel boat of similar dimensions. They have a beam of 11'6" and draft of 31", and their fish carrying capacity is 27,000 lbs.

Operation of the new boat can be handled by two men, who can sleep aboard if necessary. Equipment includes a 15-watt Apelco radiotelephone and galley stove.

The new aluminum gill netter has proven to be an excellent sea boat, and is able to fish in rougher weather than conventional type boats of the same size. The general arrangement and handling characteristics of the boat are reported good.

Despite the boat's lightness and high freeboard, the net can be kept out, with no driftage. The boat can be



The "Otter" is one of ten aluminum gillnetters built by Marine Construction and Design Co., Seattle, Wash. They will be used for salmon fishing in Alaska by Kenai Packers.

pulled into the net easier, with no net damage. The fast speed of the craft is demonstrated by the fact that it can go a distance of 25 miles to get on fish, in the time other boats would require to go 7 or 8 miles.

The new gill netters are fitted with a Marco net reel and guide roller. The reel is driven by a Vickers hydraulic motor, run off the main engine. Two speeds, in either rotation, are available. There is a neutral position, and hydraulic braking is provided for use in setting gear. Controls are located in the cockpit.

Bristol Bay Red Salmon Pack Up

Bristol Bay, Alaska, is producing more red salmon this year than last, according to the Bureau of Commercial Fisheries. Through the second week of July the Bristol Bay pack included 221,024 cases of reds compared with 214,311 for the comparable period the previous year.

July Landings in Seattle Rise

The halibut fleet of Seattle, Wash., landed 3,013,200 pounds in July 1959. This represented an increase of 204,200 pounds over the same month in 1958. The rise was due to increases in sablefish of 63,400 pounds, in lingcod of 2,000 pounds, and in halibut of 128,800 pounds.

The July otter trawl fishery rose 208,600 pounds over the July 1958 catch for a total of 1,137,000 pounds. Cod rose 47,200 pounds to 417,800 pounds, while Rockfish at 245,800 pounds increased 111,700 pounds. Ocean perch totaled 122,200 pounds for an increase of 73,600 pounds.

Seattle Boat Scouts Russians, Japanese

A Seattle, Washington, crew undertaking a private, secret mission to scout Japanese and Russian fishing off Alaska, recently found the foreign fishermen friendly and cooperative. Wakefield Fisheries of Seattle, owners of the *Jeanette F.*, conducted the mission to determine what types of gear the Russians and Japanese are using, and what type fish they are taking.

Skipper Arne Serwold found 29 Russian boats at anchor 80 miles southeast of the Alaskan mainland. They had two freezer ships, an icebreaker-tug, and a variety of steel hulled trawlers. The welcome wore off a few hours later, when a young commander on the headquarters ship ordered the decks cleared. The *Jeanette F.* dragged to see what kind of fish the Russians were taking and caught 1,000 pounds of sole.

American crewmen were invited aboard the 11,000-ton Japanese mother ship and later the Japanese fleet manager and other returned the visit.

Washington State Boat Gets New Radar

The Washington Department of Fisheries vessel, *Pelican* has completed installation of a Bendix MR-3B radar. The state operates the boat for patrol and law enforcement work. Radar has proven one of the illegal fishermen's worst enemies as it permits patrol vessels to operate and be effective in fog conditions, when illegal fishing cannot otherwise be observed.

Washington Landings Up in June

Foodfish landings in Washington during June were 1,000,000 more than in June the year before. Landings of all types of fish and shellfish in the state amounted to 13,862,998 pounds for June and 56,072,489 pounds for the first six months. The production of foodfish for the first half of 1959 was down 5,000,000 pounds from 1958.

Washington Boat Raised From 660 Feet

One of the most unusual commercial marine-salvage operations was lifting the 78-foot fishing boat *Cape Douglas* from 660 feet of water between Tree Point and Vashon Island, Wash. The salvage job was considered unusual because of the great depth of the water.

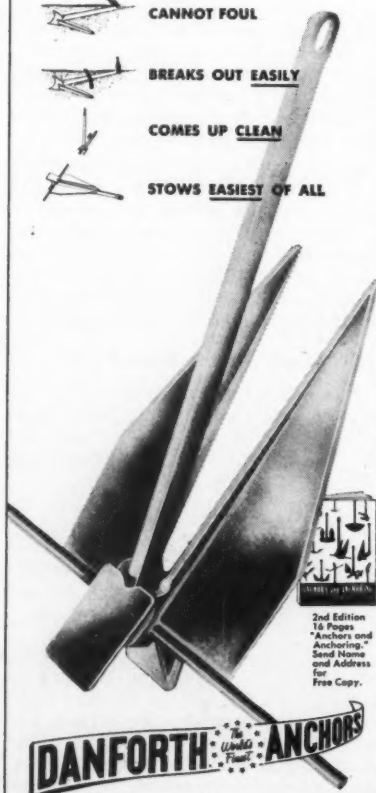
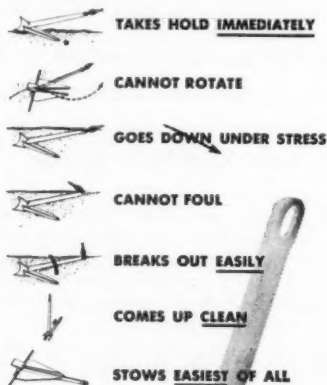
The boat was raised from the bottom by the salvage vessel, *Salvage Chief*, and towed to shallow water. A floating crane then took over to bring the sunken vessel completely to the surface. The job was made possible through the use of electronic equipment. The salvage boat was assisted by the *Neper* of the Minneapolis-Honeywell Regulator Co.

The *Neper*, using a Sea-Scanner, located the position of the sunken vessel. Guided by electronic equipment, the *Salvage Chief* dropped a cable astern of the *Cape Douglas*. The cable was moved forward like a lasso and when in position was drawn taut. The fishing boat was then raised, stern first, and towed to shallow water.

The *Neper*, through use of the Sea-Scanner was able to keep track of all vessels involved in the operation, as well as what was happening 600 feet down.

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GREAT LAKES

Perch Catches Impressive

In all but Lake Superior, yields of yellow perch were impressive. A bit smaller than jumbos, schools were of sufficient quantity to fill the nets. Catches of lake herring on Superior's western waters were good while fair in the mid lake and eastern areas. Lake trout and whitefish takes on Superior were light. Trollers however, reported getting fair catches of trout, with a number weighing four to five pounds.

From the Green Bay area a number of walleyes were reported and catches of perch were large. Chub, sheephead, carp, etc. were considered light in most fishing areas.

From Lake Michigan and particularly around Beaver Island, good catches of perch were reported, while herring was comparatively light. Small chubs were available but fishermen avoided them using larger mesh. Bullheads, sheephead, carp, and other rough fish were in light production.

Commercial fishing on Lake Huron was heavy generally, with good catches of perch. Perch catches predominated Saginaw Bay waters, with some pike taken in certain areas.

Lake Erie trap netters were coming up with yellow perch in fair quantity as well as bullheads, sheephead, carp and yellow pike. Gizzard shad were being taken in some quarters, but have little value.

Catches of perch and pike in Lake Ontario were reported in fair commercial quantity, while white bass, sunfish and ciscoes were scarce in comparison.

Hits Unfair Tariffs

Harry Englehard, secretary of the Bay Port Fish Co., Bay Port, Mich., feels the industry is competing with unfair tariffs. He said when his firm wished to import nylon fish nets from Japan, it faced an import duty of 30 percent of the value of the nets, plus 25 cents per pound.

Meanwhile, he continued, Canadian fishermen are able to import the nets duty-free, thus aiding both themselves and Japan. Fishermen in Canada can export their fish into Michigan at costs of only one-quarter to one-half cents per pound, he said.

Study Pickerel Fluctuations

The problem of fluctuation in the appearances of pickerel and other Great Lakes fish is under study by the Bureau of Commercial Fisheries in cooperation with the states bordering the Lakes.

There is no evidence to support the view that commercial fishermen have caused the decline of pickerel in Lake Erie. Studies so far indicate that the fluctuations are natural caused by uncertainties in the Lake itself.

These fluctuations appear to be caused by the shallow nature of the lake and its position in respect to the prevailing winds. This effects temperature and lake stratification in both summer and winter.

Developing Chemical To Kill Certain Fish

A federal research project has begun at La Crosse, Wis., laboratory in an effort to develop chemicals which will destroy specific undesirable fish such as carp, drum, and gizzard shad. Dr. Robert E. Lennon has been assigned to take charge of the work. He had been doing fishery research in Tenn.

Cook is Fish Division Chief

Albert B. Cook, Owosso, has been named chief of the Michigan Conservation Department's fish division in Lansing. He succeeds Fred A. Westerman, who headed the division for 34 years. Cook, a member of the conservation department for 30 years has been assistant chief of the fish division since 1945.

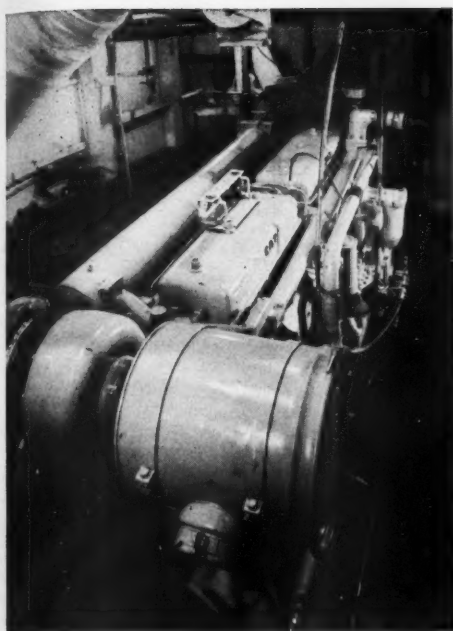
Canadian Lakes Research

The Fisheries Research Board of Canada and the Ontario Department of Lands and Forests have set up a cooperative federal-provincial fisheries research program for the Great Lakes, according to the Great Lakes Commission, Ann Arbor, Michigan.

Under the agreement, Ontario will assume the responsibility for research on Lakes Huron, Erie, and Ontario. Collection will be made of statistics on the fish catch in all the Lake basins and hydrographic surveys of a general nature will be carried out.

The federal government will carry on lamprey research and control in Lake Superior and other Lakes as required. It will assume responsibility for general fisheries research on Lake Superior. Also included in federal activities will be economic and technological studies, such as gear development.

As part of the tests in Lake Erie, experiments will be made to determine if commercial fishermen can more efficiently prosecute the particular fishery in which they are engaged. Tries will be made with midwater trawls, purse seines, Danish seines, and bottom trawls.

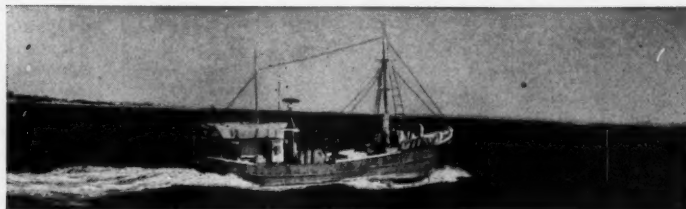


The "Whitestone" gets a New Lease on Life

A brand new Cat D342 Marine Engine now powers the "Whitestone." Before making his selection, the owner, Captain Silas Barrows of Great Island, Rhode Island, investigated all makes. Here's what he says: "I've heard so much from different ship owners about Cat reliability that I'm sure this Cat will satisfy my demand for more power. I know I can rely on its performance and also on H. O. Penn for service."

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Modified Red Shrimp Gear

(Continued from page 7)

Current fluctuations posed the most difficult obstacle. It was not unusual to encounter currents exceeding 3 knots. Towing the trawl with the current was not satisfactory, as steerage way was difficult or impossible to maintain, resulting in an inability to hold the proper depth range. The 170 horsepower of one vessel was insufficient for counter-current trawling, and most of the work by that boat was done down-current.

Attempts to drag with the current were sometimes hampered by blocking of the depth-recorder. At times the forward motion of the vessel would be less than the speed of the current. The propeller wash would be carried past the transducer causing interference that made accurate readings difficult or impossible.

When setting the gear, the net was put over, the brake released from the winch drum, and the vessel proceeded at three-quarters speed. When the desired amount of cable was out, forward motion was reduced to a minimum, allowing the trawl to reach bottom. After a loran fix, speed was increased so that the net would be moving over the bottom at 3 knots.

With a few exceptions, standard 40-foot flat trawls, constructed of 21-thread cotton webbing with 2-inch and 2½ inch stretched mesh, were used. Occasionally, 55 and 65-foot balloon-type trawls were used. For the most part either 5½-foot northern-type bracket doors or 5-foot chain-type doors were used.

The chain doors performed well when constructed with extra-heavy runners. The bracket doors were used as received and provided satisfactory. The bridle of ¾-inch rope was attached to the trawling cable by a ½-inch chain swivel.

Whenever practicable, any area not previously trawled would be recorder-surveyed to locate obstacles hazard-

ous to fishing gear. Once the bottom had been surveyed, 1-3-hour trial drags were carried out. Whenever possible, drags would be continued for at least two hours. It took 45 minutes to retrieve the trawl from 200 fathoms.

Conditions Differ from Those of Gulf

Several features of the shrimp catches are in opposition to Gulf of Mexico findings. In the Gulf, a smaller, pink-colored shrimp is frequently caught in quantity along the shallower margins of the royal-red shrimp range and consequently in warmer water. Along the east coast the species was observed in colder water.

North of Savannah, in colder water, it is apparently more abundant than the royal-red shrimp. Another difference is that on the East Coast, the larger Royal-red are on the shallower edge of the depth range, while in the Gulf the opposite is true.

Catch rates off eastern Florida were high in winter with a gradual decrease until fall. In the Gulf, the catches show lowest rates in winter gradually increasing to a high in the fall. These differences, based on exploratory data, may not reflect the actual availability to commercial operations.

Data available on the sizes of royal-red shrimp caught during the investigations present a confused seasonal picture. Throughout the year, the majority of the catches range between 16 to 20 and 31 to 35 count heads-off, with an average count of 25 per pound.

The difference in sizes between the sexes was striking, with males usually less than half the size of females. The average count for the entire catch would be affected by the sex ratio. In the St. Augustine area the females ranged between 15 and 20 count and made up over half the catch by total weight. The males ranged from 35 to 50 count.

Signs of small shrimp were obtained during the September 1956 to February 1957 period, when 50 to 70 count catches of mixed sexes were caught with the larger shrimp.



Part of the halibut fleet in Ballard Locks, Seattle, Wash., prior to setting off for the fishing grounds.

Halibut Profitable Fishery

(Continued from page 10)

coast of Scotland, in the Indian Ocean, and in waters off Africa. The Russian fleet will probably return to the Bering Sea.

It is highly possible the Japanese will be there also. If the different countries then having access to those waters could get together and agree on catching a limited amount of fish each season, there will still be plenty of halibut for future generations.

There are three commercial grades of halibut: Chicken or small averages 5 to 10 pounds; medium averages 10 to 60 pounds; and large ranges from 60 pounds upward, often exceeding 100 pounds. A few are sold on the fresh market, with the bulk going into cold storage. Fishermen say halibut from the Bering Sea waters is slightly larger, with a strong resemblance to those caught in the North Atlantic, off the Norwegian and Russian Coasts.

Though halibut vessels have homeports all along the Pacific Coast, Seattle, Washington, is the mainspring of the industry. "Uncle" Billy Maddock, who has perhaps bought more fish than any other man, was buying before the halibut vessels had engines in them. He says there were less than 30 sailing vessels in the halibut fleet in 1904.

Most of the skippers and fishermen were Newfoundlanders or Nova Scotians, who have since faded from the scene. Fishermen worked from dories, with the hazard of becoming lost in the fog. Today, the great fleet of powered halibut vessels is owned and manned largely by Scandinavians.

American halibut boats average slightly over 80 feet in length, carrying a crew of seven. Canadian boats are larger, often over 100 feet. A hooked line, baited with herring or octopus, is run along the bottom at varied lengths up to a mile.

Departure of the gaily decorated halibut fleet from Seattle each spring is a gala affair. At Ballard Locks (linking Puget Sound with Lake Washington) the vessels assemble before setting north. There is dancing with the Halibut Queen and her court presiding, with Scandinavian costumes and music. The Lutheran minister blesses the fishermen and the vessels glide into Puget Sound ready for another season.

With continued propagation of stocks and an increasing annual catch the future looks bright for the halibut vessel owners and fishermen.

Oystermen Seek Import Controls

(Continued from page 9)

to awaken public interest in the use of fish and shellfish for family meals. The first is scheduled to appear during the fall Fish Parade.

The Delaware Bay Problem

Only through better biological knowledge of fishery resources can the steps toward full application of the maximum sustained yield principle be initiated, Suomela told the convention. Learning to minimize limiting factors which plague the resource is an important part of the task. Two major problem areas exist in the oyster industry, and the approach to both cases employs the teamwork system.

The Fish and Wildlife Service has been aware of the oyster problem in Delaware Bay for some time, and has taken steps to assist the industry. It has allocated funds to Rutgers University to expand State-financed research into the cause of mortalities in the area.

Oyster research at Franklin City, Va., has been re-oriented so more time may be devoted to the problem. Expert oyster pathologists, including Dr. Sammy Ray from the Gulf of Mexico area and Dr. Reed Logie from Canada, have been brought to the Delaware Bay area.

Included in the 1960 fiscal year budget is an item of \$47,000 for beginning long-range investigation of the causes of this and similar shellfish mortalities. The difficulty of the project may be compared to medical research on human diseases. The investigation may require at least ten years, according to Suomela.

In addition, improved laboratory facilities in the Chesapeake area soon will permit expanded, more effective shellfish research by personnel there. The new site is in the center of the oyster culture region, and the salinity high enough to permit laboratory experiments which are impossible in present facilities. There are also few or no shellfish predators at the location.

Starfish Predation

The starfish problem in Long Island Sound continues to be important. When it became apparent that the 1957 year class of starfish was unusually great, the first action by the Fish and Wildlife Service was to call a meeting of the industry, State conservation departments, and biologists to explore possibilities of assisting the industry. It appeared that several problems were involved. A number of storms had destroyed many oysters on the beds. Oyster drills were numerous and caused heavy losses. And as a final straw, starfish appeared.

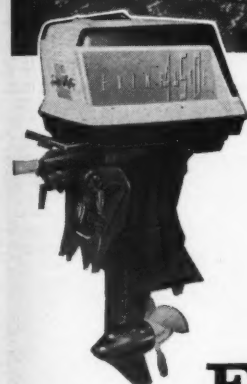
As a result, a second action to increase the research fund of the Milford (Conn.) Laboratory by \$64,000 was made in an attempt to find answers to the problems. The Service, in cooperation with New York and Connecticut, is now conducting a joint program to determine the effectiveness of presently known starfish control methods, and to develop improvements in those methods. Research funds of the Milford lab have been increased \$20,000 to permit participation in the program.

The shellfish culture studies by the Milford lab are continuing, aimed at developing improved hatchery techniques, including means of providing preserved larval foods for oysters and clam hatcheries.

Members of the Boothbay Harbor, Maine, laboratory are dealing with clam predator problems involving green crab control. Barriers of trawl lines with chemically treated fish baits are being field-tested by Service personnel and by the Maine Department of Sea and Shore Fisheries.

At the Bureau of Commercial Fisheries Gulf Breeze laboratory in Florida, scientists are exploring biological control of oyster enemies, employing parasites. They are also involved in basic research into the reactions of oysters to various factors in environment.

Research at the Bureau's Beaufort (N.C.) laboratory, for the past nine years has, with the cooperation of the Atomic Energy Committee, looked into accumulation of radioactivity by fish and shellfish from atomic energy sources. The purpose is to establish radioactive concentration factors and accumulation rates, at various pollution levels, for determining adequate health standards.



Here's the one for rigs that need *real* power... Evinrude's great "Four-Fifty." New, compact V-4 design. 70.7 cu. in. displacement. Delivers 50 solid b.h.p. at 4500 revolutions—easily, smoothly, quietly—in toughest day-in, day-out service. See your Evinrude dealer—he's listed in the yellow pages under "Outboard Motors." Complete range of models to choose from. Evinrude Motors, 4152 N. 27th Street, Milwaukee 16, Wis. A Division of Outboard Marine Corporation. In Canada: Mfd. by Evinrude Motors, Peterborough.

EVINRUDE

quiet outboard motors

During the past year, two shellfish biologists, Dr. Victor Loosanoff and John Glude visited foreign countries to conduct research progress surveys. Their main objective was to learn if methods or techniques used in those countries could be applied here to increase effectiveness of research programs.

Chemical Barriers

The use of chemical barriers to protect shellfish beds from predators was explained by V. L. Loosanoff, L. W. Shearer and C. L. MacKenzie, Jr., of the Bureau of Commercial Fisheries Laboratory, Milford, Conn. The basic method of using such chemicals consists of surrounding shellfish grounds with a belt of toxic substances. Placed directly on the bottom, the chemicals remain active for long periods, repelling or killing shellfish enemies which approach or come in contact with them. The width of the belt depends on the enemy and local conditions.

Numerous compounds were found which were harmful to shellfish enemies without hurting oysters or clams. The compounds may be used singly or in combination as chemical barriers. Many formulas can stop the movements of boring gastropods, starfish, and crabs simultaneously.

Therefore, the formulas may be selected in accordance with local conditions. In some areas only the drill is the enemy and a single com-

pound may provide the barrier. In other areas, such as Long Island Sound where drills and starfish are equally destructive, two or more substances could be incorporated in the formulas.

Some predators are able to move under several inches of bottom soil and travel under regular chemical barriers without being stopped. Modifications of the basic method, consisting of injecting gastropod-stopping substances into the bottom to a depth of 8 to 12 inches, are possible.

Many aquatic invertebrates, such as starfish, crabs, and certain gastropods, have larvae which can float over barriers and settle on cultivated beds. Another variation of the basic method, consisting of covering cleaned oyster or clam beds with a mixture which kills setting predators, would prevent re-invasion.

The convention adopted a resolution honoring the memory of Royal Toner of New York, who died in May. Toner was an outstanding figure in promoting the oyster industry, having been chairman of public relations and publicity for the Oyster Institute for a number of years. He also served as vice president of the Oyster Growers Association for many years.

A banquet, entertainment, and dancing brought the convention to a close. Baltimore, Md., will play host to next year's meeting, the date to be announced later.



EPOXY SURFACING COMPOUND For Strong, Permanent Repairs



CHARLIE M.

"There's never been anything like these epoxy resins for holding power. You can repair and strengthen almost anything in wood or metal on your boat and gear.

"TITAN-TITE Epoxy Surfacing Compound is a paste that can be brushed on. It's a mighty strong adhesive when used alone, but, when combined and reinforced with Fiberglass* tape, a repair becomes even stronger than before the damage. Use this stuff on a rotted area or a broken part.

"There's almost no limit to the ways you can use TITAN-TITE Epoxy Surfacing Compound and Fiberglass* tape for keeping your boat and gear in shape. You can wrap a spar with Fiberglass and, together with the compound, make it as strong and as good as new. Once you have tried these materials, you'll find many other things to use them on.

"Your marine dealer has this TITAN-TITE EPOXY SURFACING COMPOUND or can get it for you."

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*TM-OCF

EQUIPMENT and SUPPLY NEWS



New Bendix DR-19 depth recorder has total range of 300'. Window shows 10 minutes recording time.

Bendix Announces New Depth Recorders

Two new depth recorders have been announced by Bendix-Marine, 8211 Lankershim Blvd., No. Hollywood, Cal. They feature transistorized circuits and a circle-sweep recording stylus. The Model DR-18 has 3 scales, with a total range of 60 fathoms. The Model DR-19 has 5 scales with a total range of 300 feet.

The DR-18's full range is divided into 20-fathom segments, while the DR-19's range is divided into 5 60-foot segments. Thus the recording paper width of 1.8" is equal to 5.4" paper in the case of the DR-18 or 9.1" paper width in the DR-19. This is to permit a more compact instrument.

The wide viewing window displays approximately 10 minutes of recording chart and may be seen from a distance and at wide angles.

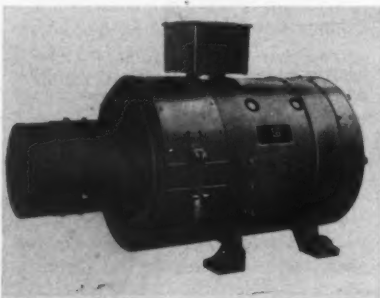
Safety Semi-Transistorized Generator

Safety Electrical Equipment Corp., 1187 Dixwell Ave., New Haven 14, Conn., has announced development of new semi-transistorized generator and control systems, designed for direct drive of high-speed, rapid acceleration Diesels. They are designed for quick response to changes in load and speed, to minimize voltage lag wherever rapid acceleration or deceleration is involved.

The d-c generators produce 125 volts and range from 10 kw through 50 kw. Armatures are sleeve-mounted on the main generator shaft, as are exciter armatures and cooling fans. They may be removed as separate units.

The new systems feature Reverse Current Relay to automatically open and close connections from generator to battery and load, eliminating manual operation.

Rotating parts are individually balanced before assembly on the shaft to make them interchangeable. The generator is constructed for drip-proof protection and is designed for floor or ceiling mounting. The armature is class B insulated. The use of armature copper and low loss iron is to keep losses and heating to a minimum. An 8-page booklet describing the new systems, with illustrations, schematics, and specifications is available.



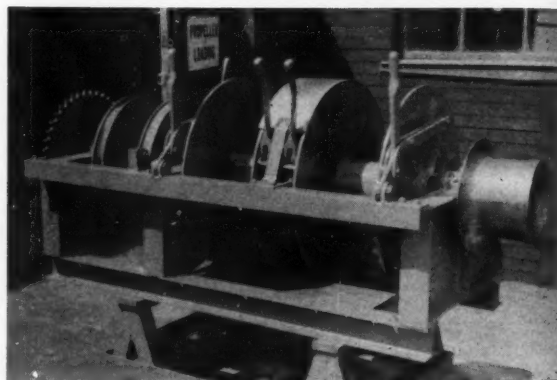
The Safety Electrical Equipment Corp. has new Generator regulator with semi-transistorized circuit which provides fast response.

Fish Net & Twine Announces Nycot

A new type of fish netting, known as Nycot, has been introduced by The Fish Net & Twine Co., 933 First St., Menominee, Mich. The product is made from a newly developed twine, utilizing a blend of Nylon with natural fibers, through a special process originated for Fish Net & Twine.

Nycot has all the inherent characteristics of natural cotton netting, plus the added strength and durability of Nylon. It is available in 6 to 72 thread sizes.

Shrimp trawlers have tested Nycot netting for the past two years, and it has been used successfully for menhaden seine centers. The manufacturers claim that Nycot is lighter and stronger, trawls easier, is impervious to ultra-violet rays, provides greater resistance to tearing, and has uniform stretchability and slip free knots.



New Hathaway Model 1459-3DX three drum hoist has base size of 65" x 33".

Hathaway Introduces New 3-Drum Hoist

Hathaway Machinery Co., Inc., Fairhaven, Mass., has introduced new models of its three-drum shrimp trawler hoist. Extremely compact and ruggedly constructed, they weigh 1940 pounds. Known as Models 1459-3D and 1459-3DX, they have oversize drum shafts of special steel, fitted in three babbitted thrust bearing frames mounted on 4 x 4 flange beams. The steel fabricated drums are babbitted the full length for bearings, and the third drum has a cast iron bearing.

Both models feature quick action lever brakes and lever controls with bronze discs. Left and right cam locks are assembled per specification to release in direction of load. The cone clutch wood friction blocks are driven by cast iron friction. The third drum has a cast iron clutch. The unit has 42 tooth steel sprocket, brake cover, and winch head.

Capacity of the 1459-3D ranges from 518 fathoms of 5/16" cable to 150 fathoms of 9/16" cable. The 1459-3DX capacity ranges from 829 fathoms of 5/16" cable to 248 fathoms of 9/16" cable. The try drum holds 264 fathoms of 5/16" cable to 136 fathoms of 7/16" cable. Size of the hoist base is 65 x 33 inches.

Enterprise Names Seattle Manager

Walter Hansen has been appointed manager of the Seattle (Wash.) Branch of Enterprise Engine and Machinery Co. of 18th and Florida Sts., San Francisco 10, Cal. Hansen has served as service engineer for Enterprise for 20 years. He succeeds William H. M. Porter, Enterprise representative in Seattle for 25 years, who retired as branch manager. He will remain on duty in the capacity of engineering and sales consultant.



Guess Who Uses Roebling Fishing Rope...

Special Galvanized Fishing Rope, to be precise. We agree immediately that the sad showing made by the non-user of Roebling rope is somewhat exaggerated.

No exaggeration, though, to say that with Roebling rope aboard you'll have a lot less to worry about in the heavy-hauling department. It's a rope that is built to take the weight—and take it for a long time. And while it works long and hard, it fights corrosion with a vengeance. That goes for shrimp rope, trawling rope and purse seine rope. Call your distributor or write to Wire Rope Division, John A. Roebling's Sons Corporation, Trenton 2, New Jersey.

*Buy from
the guy
that eats
your fish*

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Universal Installation Bulletin

The Universal Motor Co., 578 Universal Drive, Oshkosh, Wis., manufacturer of Universal and Norseman marine engines, has announced the availability of an 8-page bulletin (TVM-1) for installing inboard marine engines.

The bulletin is illustrated and covers both conventional and V-drive installations. Special sections include information on determining engine location, preparation for installation, installing stringers and beds, aligning the engine, exhaust piping, and fuel and electrical systems.

New Glass Plastics Surfacing Compound

Glass Plastics Corp., 1605 W. Elizabeth Ave., Linden, N. J. has a new adhesive paste for boat finishing and repair, which makes use of tight sticking epoxy plastic resin. The new product, called Titan-Tite Surfacing Compound, comes as a two-part system. Part A (resin) and Part B (hardening agent) are mixed together in equal amounts on use.

After application with a brush, the surfacing compound cures out chemically into a strong, non-brittle bond to both wood and sheer surfaces such as fiberglass, aluminum, and steel. It does not absorb water, corrode, nor is it effected by most chemicals, according to reports.

The compound is supplied in 8-oz. tube, 2-quart can and 2-gallon can units consisting of equal parts of resin and hardener.

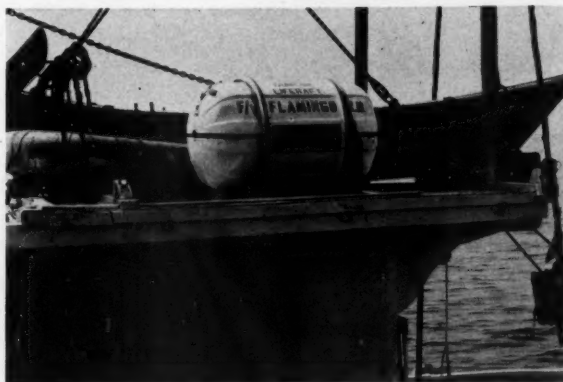
Waukesha Expands West Coast Operations

The Waukesha Motor Co. of Waukesha, Wis., has announced plans for three new branches in Southern Cal. It also announced the purchase of the inventory of Waukesha and Climax engines and parts formerly held by its distributor Waukesha Southern California. Before

its incorporation, the firm had been the supply division of the Bethlehem Pacific Coast Steel Corp.

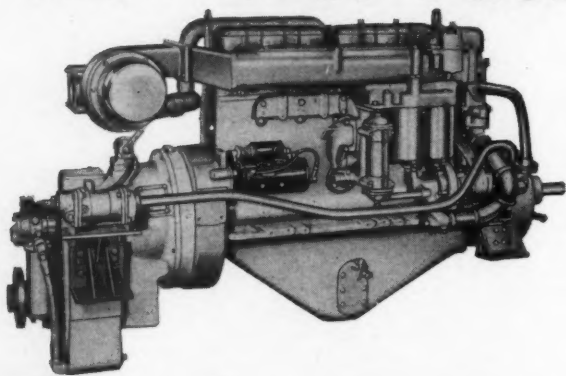
Included in the purchase was various equipment located at Bethlehem's establishments at Watts, Bakersfield, and Ventura, Cal. The expansion will give Waukesha three additional branch operations besides the present Vernon, office and warehouse location.

The new acquisition will enable Waukesha to increase its sales and service facilities for engineering consultation, mechanical service, engine rebuilding, and various assembly operations for Waukesha, Climax, and Roiline engines and power units serving markets on the Pacific Coast.



12-man Seafarer inflatable life raft in new fiber glass container, atop deckhouse of New Bedford, Mass. scallop dragger "Flamingo", Capt. Martin Bakken. When put overboard, a release opens the two halves of the container which sink and allows the raft to inflate. Capt. A. J. Pedersen of Portland, Me. is the Seafarer distributor.

This New Diesel Uses Less Fuel



Than Any Engine In Its Class

The new Allis-Chalmers 21000 turbocharged marine diesel delivers 230 *husky, working shp* at 1800 rpm (320 shp at 2000 rpm for light duty) — and does it on less than a cup of fuel, or .375 lb per shp/ hr.

Comparable engines, by published claims, burn between .42 and .50 lb per shp/hr. The 21000 saves up to 2½ gal. in every 10 — lets you stay out longer and have plenty of reserve for rough weather and heavy seas.

The Allis-Chalmers 21000 and 16000 (naturally aspirated) engines deliver superior performance because of superior, *advanced* engineering — at least two full years ahead. The famous Allis-Chalmers durability is still included, too — only more so. **POWER YOUR BOATS WITH THESE NEW DIESELS.** Let your dealer give you details. Allis-Chalmers, Milwaukee 1, Wisconsin.

ALLIS-CHALMERS

POWER FOR A GROWING WORLD

BM-35



Hydraulic Purseboat Steering

(Continued from page 11)

ing excessive wear or bending of the rod. The remote cylinder is mounted in the same fashion. But instead of the free end being attached to the rudder arm, it is attached to the control bar or stick.

The bottom end of the bar is pivot-mounted while the midships cylinder clevis is attached far enough above the pivot point to allow the control bar to move the rudder from hard over to hard over through a 13-in. arc. The leverage provided by the bar triples the pressure transmitted to the rudder stock.

The cylinder at the rudder controls the stock through a 7-in. long rudder arm bolted to the stock. The rudder arm travels through a 90-degree angle—or 45 degrees on either side of dead ahead. This angle can be increased or decreased by shortening or lengthening the rudder arm. Rudder travel is further controlled by the metal guide plate which holds the tiller bar. The length of the guide plate slot governs the amount of rudder travel. The limits of the slot are, in effect, rudder stops.

The rudder stock is also fitted with a removable tiller on the Seacoast Products' boats and a bypass valve installed in the hydraulic system permits control of the boat from the stern by, in effect, cutting out the system.

Maintenance of Hydraulic Steering System

Maintenance of the hydraulic helm is simple. All it requires is a few drops of clean engine oil once a month on the exposed areas of the piston rod, clevis and pivot pins. Due to the fact that the Crowell master-slave combination of cylinders is inherently hydraulically balanced, no oil reservoir, compensators, check valves or other complications are provided.

Crowell Designs says their system should not be considered as power steering. The double slave unit simply receives and transmits effort exerted on the helm with maximum mechanical advantage and a minimum of lost motion and backlash.

For boats over 50 ft. the same remote steering system as described here has been used by doubling the number of cylinders. In one such case, a boat in excess of 100 ft. has been operating successfully for some time with two cylinders at the control point and two at the rudder.

Crowell reports that the same system is also adaptable to hydraulic shifting because of its ability to transmit power considerable distances and around corners created by pipes, tanks, bulkheads and other members. Its basic mechanical simplicity makes the system easy to install, low in cost and assures the dependability required of marine equipment.

Although the hydraulic helm, designed and manufactured by Crowell Designs, Inc., of Point Pleasant, N. J., is four to five years old, it is just now being installed as standard equipment on the entire fleet operated by Seacoast Products. Other fleets making use of the helm for the first time this season include Fish Products Company of Delaware; Fish Products Company of New Jersey; The Standard Products Company of New Jersey; The Standard Products Company of Whitestone and Reedville, Virginia; Standard Products Company of Mississippi; Smith Point Fisheries; the McNeal Co. of Reedville, Va.; and Menhaden Products Company of Reedville.

The installation described in this article is basically a dual slave operation, with the cylinder at the control stick a slight modification of the slave at the rudder stock. Standard installations replace the modified slave with a Helm (wheel) Unit. The wheel unit has a worm threaded shaft which turns the wheel steering. A piston, which moves on the worm transmits pressure to the slave cylinder. Dual steering stations may be installed. Boats may be steered from either helm while its counterpart remains inactive. Control, according to Crowell, is instantly taken at either helm by simply taking the desired wheel.

BOAT CATCHES

For Month of July

Hailing fares. Figure after name indicates number of trips.

GLOUCESTER (Mass.)

Acme (10)	287,500	Leonard & Nancy (5)	458,500
Admiral (2)	148,000	Linda B. (1)	10,500
Agatha (6)	616,000	Little Flower (13)	516,000
Agatha & Patricia (7)	834,000		
American Eagle (7)	251,500	Madonna Di Siracusa (1)	3,000
Andrea G. (1)	56,000	Magnolia (2)	370,800
Anna Guarino (15)	63,000	Malolo (3)	196,000
Ann & Marie (1)	1,000	Manuel P. Domingoes (1)	150,000
Annie (2)	17,000	Margaret Marie (7)	47,500
Anthony & Josephine (7)	179,500	Marianna II (12)	651,500
Atlantis (2)	114,000	Mary (3)	11,500
Austin W. (3)	162,000	Mary Ann (6)	358,000
Ave Maria (7)	98,500	Mary Jane (1)	210,000
		Mary Rose (1)	150,000
		Morning Star (9)	211,500
Cape Cod (9)	144,500		
Carlo & Vince (10)	183,000	Nancy & Maria (10)	139,000
Cigar Joe (4)	109,500	Njorth (6)	15,000
Clinton (7)	24,000		
Curlew (2)	330,000	Ocean Spray (3)	124,000
		Olympia (8)	543,000
Dawn (16)	59,000	Our Lady of Fatima (1)	150,000
Dolphin (1)	121,000	Our Lady of Tears (4)	19,500
Doris F. Amero (7)	496,000		
		Pioneer (4)	42,000
Eagle (3)	464,000	P. K. Hunt (2)	230,000
Eddie & Lulu M. (2)	14,500		
Estrela (1)	225,000	Rhode Island (7)	409,000
Eva II (18)	83,500	Rosalie S. (1)	18,000
Evelina M. Goulart (1)	6,000	Rose & Lucy (9)	182,000
Evelyn L. Brown (2)	430,000		
		St. Anna Maria (8)	138,000
Famiglia (6)	292,000	St. John (10)	22,500
Flow (2)	470,000	St. Joseph (5)	149,000
Frances R. (5)	206,500	St. Mary (13)	535,000
		St. Nicholas (1)	185,000
Gaetano S. (1)	125,000	St. Peter (9)	535,500
Giacoma (1)	1,500	St. Peter III (8)	375,000
Gloucester (2)	340,000	St. Providence (16)	98,000
Golden Dawn (3)	25,500	St. Stephen (3)	47,000
Golden Eagle (2)	255,000	St. Terese (6)	229,000
Grace & Salvatore (6)	710,000	St. Victoria (8)	950,500
		Salvatore & Grace (4)	51,000
Holy Family (2)	315,000	Sandra & Jean (9)	498,000
Holy Name (11)	214,500	Santa Maria (3)	191,000
Ida & Joseph (1)	2,000	Sea Queen (3)	123,000
Immaculate Conception (5)	390,000	Sebastiana C. (7)	455,500
		Serafina II (6)	265,500
Jackie B. (10)	197,000	Sol Pass (2)	320,000
Jackson & Arthur (12)	38,000	Sunlight (1)	159,000
J.B.N. (2)	43,000		
Jennie & Lucia (4)	421,000	Theresa M. Boudreau (2)	400,000
Joseph S. Mattos (1)	80,000	Tipsy Parson (3)	8,500
Josephine P. II (4)	334,500		
Josie II (1)	4,000	Villanova (1)	235,000
Judith Lee Rose (1)	250,000	Vincle N. (5)	397,500
		Virginia Ann (9)	242,500
Kingfisher (2)	420,000		
		White Owl (4)	10,500
Lady of Good Voyage (3)	161,000	Wild Duck (2)	270,000
Lady of the Rosary (6)	56,000		

SEATTLE (Halibut Fleet Fishery)

Akutan (1)	65,000	Marconia (1)	84,000
Alaska Queen (1)	90,000	Marilee Ann (1)	28,000
Albatross (1)	82,000	Masonic (1)	61,000
Alma (1)	26,000		
Alrita (1)	85,000	Nanceda (1)	75,000
Angele (1)	25,000	Nanna (2)	50,800
Arne (1)	7,700	New Queen (1)	95,000
Aftu (1)	50,000	Nordby (1)	68,000
		Norrone (1)	45,000
Bering Sea (1)	80,000	North (1)	57,000
Bertha (1)	3,000		
Bonanza (1)	52,000	Pacific (1)	66,000
		Polaris (1)	65,000
California (2)	42,000	Republic (1)	72,000
Carrie (1)	3,500	Resolute (1)	63,300
Christian S. (1)	42,000	Roselene (1)	50,000
DeLuxe (1)	27,000		
		Sanak (1)	53,000
Ethel S. (2)	62,000	Satrania (1)	70,000
Eureka (1)	4,900	Seafarer (1)	80,500
Evening Star (1)	74,000	Shirley J. (1)	17,300
		Signe (1)	48,000
Faith II (1)	21,400	Souppin (1)	72,000
Flying Tiger (1)	55,000	Summit (1)	24,000
		Susan (1)	60,000
Hazel H. (1)	19,500	Sylvia (1)	50,000
Hoover (1)	60,000		
		Tongass (1)	70,000
Ilene (1)	65,000	Trinity (1)	65,000
Inez M. (2)	55,000		
Kingfisher (1)	20,000	Vansee (1)	75,000
		Vigorous (1)	68,000
Levinathan (1)	22,000	Wilanina (1)	3,200
Lindy (1)	58,000	Zenith (1)	65,000
Lloyd (1)	22,000		
Maddock (1)	18,000		
Majestic (1)	15,100		

For the Party Boat

The Kaar 248 is another new voice of the sea by Kaar. It's a deluxe 55 watt, 5 channel unit with broadcast band reception. The unit itself measures only 9" by 15" by 10 1/2" and has a separate power supply for operation off 6/12, 32 volts DC or 117 volts AC. The cabinet is finished in driftwood grey with charcoal grill and hood; chrome hood optional at extra cost. It meets government specifications for "party boats" and Canadian D.O.T. specifications. Squelch control, bulkhead or table-top mounting, and a removable hood for easy servicing are among the features.



Other dependable voices of the sea by Kaar include:

37B, 44 watts, 5 channels
242A, 100 watts, 6 channels
222A, 150 watts, 9 channels



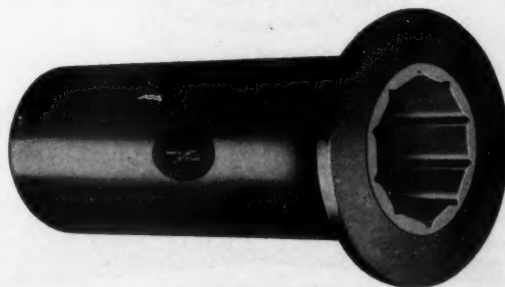
ENGINEERING CORP.

2934 Middlefield Road
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All Kaar Radiotelephones are Types Accepted per FCC Regulations
Effective June, 1958.

B.F. Goodrich Cutless Bearings

For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble-free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine Equipment Dealers.

Lucian Q. Moffitt, Inc.

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Engineers and National Distributors

SURE CURE

for vibration & stern rumble

Is propeller vibration loosening up your fittings and wracking your hull and nerves? If it is, you can stop it in short order by switching to a FEDERAL 5-blade VIBRA-FREE. It's a **sure cure**, as hundreds of owners have discovered to their amazement. And as a bonus you will get more speed at normal rpm, more dragging power and greater economy... the greatest investment in marine equipment you ever made. Write for FREE expert propeller recommendation.



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CHESAPEAKE BAY and ATLANTIC OCEAN FRESH CAUGHT FISH

all size shipments---rough, dressed, filleted
ocean and bay seasonal varieties

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BOSTON (Mass.)

Alphonso (4)	33,400	Minnie (2)	203,600
Arlington (1)	94,400	Mother Frances (3)	151,700
Atlantic (3)	235,400	Nautilus (3)	134,900
Baby Rose (3)	242,000	New Star (3)	315,400
Bay (1)	103,000	Notre Dame (4)	150,000
Bonaventure (1)	45,300	Ohio (3)	203,200
Bonnie (3)	326,500	Olympia La Rosa (3)	131,100
Buzz & Billy (3)	138,100	Pam Ann (2)	120,500
Cambridge (3)	331,500	Patty Jean (2)	130,800
Carmen & Vince (5)	372,300	Phantom (2)	210,000
Clipper (4)	249,400	Philip & Grace (1)	63,300
Comet (2)	150,800	Plymouth (2)	144,300
Ethelena (3)	114,500	Princess (4)	20,600
Flying Cloud (2)	259,000	Racer (2)	216,300
Four (2)	131,300	Red Jacket (3)	396,900
Gaetano S. (1)	63,400	Regina Maria (1)	50,600
Geraldine & Phyllis (3)	92,800	Rosa B. (2)	186,800
Heroic (2)	125,800	Rosie (1)	7,300
Jane B. (3)	174,800	Rush (1)	93,500
J. B. Junior (2)	143,800	St. Angelo (3)	105,400
J.B.N. (1)	25,600	St. Joseph (1)	14,900
Jeanne D'Arc (3)	112,700	St. Marco (2)	52,300
Josephine F. (1)	14,000	Star of the Sea (3)	114,800
Josephine P. II (1)	19,600	Swallow (3)	254,300
Katie D. (3)	200,000	Terra Nova (3)	259,600
Lady of the Rosary (1)	24,500	Texas (3)	174,000
Leonarda (1)	4,500	Thomas D. (2)	65,000
Magellan (3)	114,800	Thomas Whalen (3)	168,700
Maria Del S. (1)	4,800	Villanova (4)	125,600
Mary & Joan (3)	170,000	Weymouth (3)	223,200
M. C. Ballard (3)	175,200	Wm. J. O'Brien (3)	303,900
Medan (3)	260,700	Winchester (3)	294,900
Michigan (3)	339,400	Wisconsin (3)	366,100
		Yankee (4)	39,700

Swordfish Landings (No. of Fish)

Christina & Dan (2)	169	Tina B. (1)	88
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ROCKLAND (Me.)

Angie & Florence (2)	57,200	Louise G. (2)	43,500
Araho (2)	185,000	Mabel Susan (5)	141,100
Brighton (2)	315,000	Margaret Jean (5)	110,000
Elin B. (4)	186,500	Myrt II (7)	77,200
Ethel B. (3)	109,700	Ocean (2)	580,000
Flo (3)	110,300	Squall (1)	300,000
Helen Mae II (2)	88,000	Surf (2)	600,000
Julie M. (1)	20,000	Tide (2)	460,000
Lilo (7)	201,400	Wave (2)	450,000
Little Growler (4)	178,500		

Scallop Landings (Lbs.)

Pocahontas (3)	33,000
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NEW BEDFORD (Mass.)

Adventurer (4)	64,000	Malvina B. (2)	53,000
Agda W. (1)	22,000	Marie & Katherine (3)	72,900
Althea (3)	90,300	Martha E. Murley (3)	84,200
Anastasia E. (3)	97,200	Mary & Gloria (1)	6,000
Annie Louise (3)	22,700	Mary E. D'Eon (3)	98,000
Annie M. Jackson (3)	91,200	Mary J. Landry (2)	63,900
Barbara M. (3)	71,000	Mary Tapper (1)	41,500
Cap'n Bill II (3)	131,200	Midway (2)	42,000
Capt. Deebold (3)	80,800	Miriam A. (3)	68,700
Carl Henry (2)	61,500	Molly & Jane (2)	110,300
Catherine & Mary (2)	68,000	Monte Carlo (1)	44,000
Charles E. Beckman (4)	49,800	Nancy L. (3)	31,000
Christina J. (3)	103,000	Nancy L. (3)	76,000
Comber (1)	7,100	New England (2)	22,200
Connie F. (1)	33,500	North Sea (3)	89,500
Falcon (3)	98,600	Pauline H. (2)	160,500
Friendship (3)	98,300	Phyllis J. (4)	30,800
Gannet (3)	124,500	Roann (3)	71,000
Glen & Maria (1)	29,500	Robert Joseph (1)	22,500
Growler (2)	64,200	Robert Anne (3)	98,300
Harmony (2)	46,800	Rush (2)	73,000
Hope II (1)	32,000	Ruth & Nancy (2)	19,500
Invader (3)	108,000	Sea Gold (3)	81,000
Ivanhoe (3)	86,000	Sea Rambler (1)	23,500
Janet & Jean (3)	81,800	Shannon (2)	39,600
Joan & Ursula (4)	133,000	Sharon Louise (3)	58,000
John G. Murley (3)	198,300	Smilyn (4)	122,300
Julia DaCruz (2)	73,600	Solveig J. (4)	187,200
Katie D. (1)	51,000	Stanley B. Butler (3)	159,000
Laura A. II (1)	37,000	Sunbeam (3)	91,700
Libby (3)	80,700	Susie O. Carver (3)	25,900
Lorine III (2)	56,500	Teresa & Jean (3)	148,200
Louis A. Thebaud (2)	42,600	Two Brothers (3)	18,500
Major J. Casey (3)	105,500	Valiant Lady (2)	63,400
		Venture I (2)	49,700
		Viking (4)	154,400
		Winifred M. (1)	6,300

NEW BEDFORD Scallop Landings (Lbs.)

203,600	Abram H. (2)	24,400	Laura A. (1)	18,200
151,700	Aloha (3)	33,600	Lauren Fay (3)	33,900
134,900	Alpar (2)	23,600	Lillian B. (2)	22,400
315,400	Amelia (2)	22,700	Linda & Warren (2)	18,000
150,000			Linus S. Eldridge (3)	33,600
203,200	Babe Sears (1)	14,000	Little Infant (2)	11,500
131,100	Baltic (2)	22,400	Louise (2)	28,200
120,500	Barbara (2)	21,500	Lubenray (3)	33,600
130,800	Barbara & Gail (2)	23,100		
210,000	B. Estelle Burke (3)	22,800	Malene & Marie (2)	23,800
63,300	Bobby & Harvey (2)	26,200	Mary & Joan (1)	11,200
144,300	Brant (2)	22,400	Mary Ann (3)	33,400
20,600	Bright Star (3)	39,900	Mary J. Hayes (2)	22,400
216,300			Moonlight (2)	32,700
396,900	Camden (3)	33,600		
50,600	Carol & Estelle (3)	33,600	Nancy Jane (1)	11,200
186,800	Catherine B. (2)	22,800	Neptune (3)	33,600
7,300	Catherine C. (3)	33,600	New Bedford (3)	33,600
93,500	Charles S. Ashley (3)	34,000	Newfoundland (3)	35,400
105,400	Clipper (3)	35,800		
14,900	C. R. & M. (2)	22,700	Pearl Harbor (2)	15,700
52,300			Pelican (2)	23,400
114,800	Dartmouth (3)	33,700	Polaris (2)	25,000
254,300	Debbie Jo-Ann (3)	39,400	Porpoise (3)	34,800
259,600				
174,000	Edgartown (3)	36,600	Richard Lance (3)	34,400
65,000	Eleanor & Elsie (3)	34,900	Ruth Lea (3)	35,400
168,700	Elizabeth N. (3)	34,500	Ruth Moses (2)	22,400
125,600			Sandra Jane (3)	38,400
223,200	Fairhaven (4)	36,600	Sea Ranger (3)	34,800
303,900	Flamingo (3)	34,800	Sippican (3)	41,700
294,900	Fleetwing (3)	33,600	Snoopy (3)	35,600
366,100	Florence & Lee (3)	48,800	Stanley M. Fisher (2)	22,400
39,700	Florence B. (1)	11,200	Stephen R. (2)	25,300
	Geraldine (2)	36,800	Toscin (3)	33,600
	Hilda Garston (3)	36,600	Ursula M. Norton (4)	48,800
	Jerry & Jimmy (2)	23,000	Villa-Riall (3)	35,900
	Josephine & Mary (3)	37,200	Vivian Fay (3)	34,600
	Kingfisher (3)	33,600	Wamsutta (2)	22,400
			Whaling City (2)	22,700

WOODS HOLE (Mass.)

43,500	Albert (5)	4,700	Judy Sue (4)	2,600
141,100	Angeline (3)	6,000	Little Jeff (3)	7,400
110,000	Angenette (3)	4,100	Little Lady (6)	5,500
77,200	Arnold (3)	17,500	Lizboa (2)	7,300
580,000	Bernice (4)	15,500	Madeline (3)	12,300
300,000	Capt. Bill (2)	75,600	Mary F. (1)	800
600,000	Clifton (3)	10,700	Mary Julia (1)	7,200
460,000	Comber (1)	3,300	Morning Star (3)	4,900
450,000	Curlew (4)	16,400	New England (1)	9,700
	Dautless (5)	47,200	Olive M. Williams (1)	3,000
	Dorothy & Mary (8)	87,200	Priscilla (4)	8,900
	Driftwood (4)	10,300	Reliance (4)	12,400
	Elena (4)	4,900	Ruth & Nancy (2)	14,700
	Fairweather (1)	6,300	Seraphina (1)	2,000
	Frankie & Jeanne (4)	13,000	Shannon (1)	3,000
	Grayling (3)	11,300	Trina Lea (1)	2,900
	Idlewild (3)	2,300	Viking (4)	12,800
	Intrepid (4)	7,500	Whirl (3)	1,200
			Falcon (1)	6,100

Scallop Landings (Lbs.)

Swordfish Landings (Lbs.)

53,000	Amphrodite (2)	1,200	Margie C. (1)	2,000
72,900	Anna L. (1)	1,100	Mary C. (1)	800
84,200	Aradia (1)	800	Natator (1)	1,200
6,000	Dorothy (1)	500	Papoose (1)	4,400
98,000	Gertrude G. (2)	17,600	Three Bells (2)	9,300
63,900	Ingrid (1)	400		

PORTLAND (Me.)

110,300	Alice M. Doughty II (3)	133,000	Mary & Helen (18)	336,700
44,000	Alton A. (19)	444,100	Mary & Jennie (15)	403,500
	Ariel (16)	439,200	Mascot (20)	319,000
31,000	Andarte (2)	170,000	Nellie M. (10)	85,800
76,000	Bobby & Jack (2)	225,000	North Sea (1)	175,000
22,200	Bois Bubert (10)	247,000	Ocean Life (1)	290,000
89,500	Cathy-Aldie (2)	45,000	Quincy (2)	390,000
	Challenger (22)	573,000	Rebecca II (18)	475,000
160,500	Crescent (23)	884,800	Resolute (2)	83,000
30,800	Courier (2)	315,000	St. George (1)	179,000
	Dorchester (2)	359,000	St. Joseph (18)	477,500
71,000	Dorothy & Ethel (3)	82,000	St. Michael (2)	25,000
22,500	Dragnet (2)	73,000	Sea Hawk (2)	265,000
98,300	Elinor & Jean (1)	27,000	Surfman (22)	570,000
73,000	Famiglia (1)	11,000	Theresa R. (1)	52,000
18,500	Gulf Stream (2)	410,000	Vagabond (3)	175,000
	Helen S. (21)	360,700	Vida E. (3)	90,000
81,000	Lawrence Scola (14)	315,200	Vida E. II (19)	493,000
23,500	Lawson (1)	38,000	Wawenock (2)	480,000
39,600	Marie H. (11)	219,500	Winthrop (2)	355,000

Scallop Landings (Lbs.)

122,300	Francis L. MacPherson (1)	11,000	Sylvester F. Whalen (1)	11,000
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NEW YORK

Scallop Landings (Lbs.)

148,200	Beatrice & Ida (4)	34,800	Muskegon (3)	30,500
18,500	Carol-Jack (4)	44,000	Norseman (3)	33,000
63,400	David A. (3)	33,000	North Cape (1)	11,000
49,700	Enterprise (3)	33,000	Phyllis J. (3)	32,500
154,400	Felicia (3)	33,000	Sunapee (2)	22,000
6,300	Karina T. (3)	33,000		

QUICK, deep penetration — the ability to take hold instantly and sink in deeply — plus the enduring resilience and strength to hold your catch until you have brought it in. That's what Mustad Key Brand Fish Hooks deliver. Ask your fishing supplies dealer.

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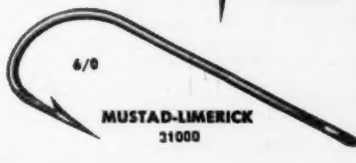
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WHERE-TO-BUY DIRECTORY

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Glass Plastics Corp., 1605 W. Elizabeth Ave., Linden, N. J.

ANCHORS

Danforth Anchors, 2121 Allston Way, Berkeley, Calif.

"Northill": Air Cruisers Div., Garrett Corp., Belmar, N. J.

ANTIBIOTICS

American Cyanamid Co., 30 Rockefeller Plaza, New York 20, N. Y.

Chas. Pfizer & Co., Inc., 630 Flushing Ave., Brooklyn 6, N. Y.

BATTERIES

Bowers Battery & Spark Plug Co., Box 1262, Reading, Pa.

Crescent Battery & Light Co., Inc., 819 Magazine St., New Orleans 12, La.

Exide Industrial Division—The Electric Storage Battery Co., P. O. Box 8109, Rising Sun & Adams Aves., Philadelphia 20, Pa.

Mule Battery Mfg. Co., 45 River Ave., Providence 8, R. I.

Surrette Storage Battery Co., Salem, Mass.

CANS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLOTHING

A. J. Tower Co., 24 Simmons St., Boston, Mass.

United States Rubber Co., Rockefeller Center, New York, N. Y.

COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

COMPASSES

John E. Hand & Sons Co., Atlantic & Washington Avenues, Haddonfield, N. J.

Marine Compass Co., Pembroke, Mass.

E. S. Ritchie & Sons Inc., Pembroke, Mass.

Wilfrid O. White & Sons, Inc., 178 Atlantic Ave., Boston 10, Mass.

CORDAGE

Bob Stone Cordage Company, Chariton, Iowa.

Cating Rope Works, Inc., Maspeth, N. Y.

Columbian Rope Co., Auburn, N. Y.

The Edwin H. Fittler Co., Philadelphia 24, Pa.

New Bedford Cordage Co., 131 Court St., New Bedford, Mass.

DEPTH SOUNDERS

Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.

Edo Corporation, College Point, L. I., N. Y.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

Wilfrid O. White & Sons, Inc., 178 Atlantic Ave., Boston 10, Mass.

DIESEL TESTING EQUIPMENT

Klene Diesel Accessories, Inc., 10352 Pacific Ave., Franklin Park, Ill.

DIRECTION FINDERS

Bludworth Marine, 1500 Main Ave., Clifton, N. J.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

ELECTRIC GENERATING PLANTS

D. W. Onan & Sons, Inc., University Ave., S.E. at 25th, Minneapolis 14, Minn.

ENGINES—Diesel

Allis-Chalmers, Buda Division, 1135 S. 70th St., Milwaukee 1, Wisc.

American MARC Inc., 1601 W. Florence Ave., Box 549, Inglewood, Calif.

Burmeister & Wain American Corp., Lathrop Engine Div., Mystic, Conn.

Caterpillar Tractor Co., Peoria, Ill.

Cummins Engine Co., Columbus, Ind.

Detroit Diesel Engine Div., General Motors Corp., 13400 W. Outer Drive, Detroit 28, Mich.

Enterprise Engine & Machinery Co., 18th and Florida Sts., San Francisco 10, Calif.

Fairbanks, Morse & Co., Chicago, Ill.

Ford Marine Engines, Osco Motors Corp., 3627 N. Lawrence St., Philadelphia 40-AF, Pa.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Hercules Motors Corp., 101 Eleventh St., S.E., Canton, Ohio

Hubbs Engine Co., 1168 Commonwealth Ave., Boston 34, Mass.

Lister-Blackstone, Inc., 42-32 21st St., Long Island City 1, N. Y.

H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

Perkins Machinery Co. Inc., Exit 53 Route 128, Needham Hts., Mass.; 4 Water St., Fairhaven, Mass.

Petter Engine Div., Orenda Industrial, Inc., 34-14 58th St., Woodside 77, N. Y.

Red Wing Marine Corp., Red Wing, Minn.

Waukesha Motor Co., Waukesha, Wisc.

White Diesel Engine Division, White Motor Co., Springfield, Ohio.

ENGINES—Gasoline

Burmeister & Wain American Corp., Lathrop Engine Div., Mystic, Conn.

Marine Engine Division, Chrysler Corp., 12200 E. Jefferson Ave., Detroit 15, Mich.

Ford Marine Engines, 3627 N. Lawrence St., Philadelphia 40-AF, Penna.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Norseman Marine, 105 Nevada St., Oshkosh, Wisc.

Red Wing Marine Corp., Red Wing, Minn.

ENGINES—Outboard

Evinrude Motors, 4670 N. 27 St., Milwaukee 16, Wis.

Johnson Motors, 6300 Pershing Rd., Waukegan, Ill.

FISH KNIVES

R. Murphy Co., Ayer, Mass.

FISHING GEAR

The Harris Co., Portland, Me.

Marine Construction & Design Co., 2300 Commodore Way, Seattle 99, Wash.

Westerbeke Fishing Gear Co., Inc., Fish Pier Road, Boston 10, Mass.

FLARE SIGNALS

Kilgore Inc., International Flare Signal Div., Westerville, Ohio

FLEXIBLE HOSE LINES

Aeroquip Corp., 300 South East Ave., Jackson, Mich.

FLOATS

Dale Plastics Corp., 5736 12th St., Detroit 8, Mich.

J. H. Shepherd Son & Co., Elyria, Ohio.

B. F. Goodrich Sponge Products Division, Shelton, Conn.

The Linen Thread Co., Inc., Blue Mountain, Ala.

GENERATING SETS

Allis-Chalmers, Buda Division, 1135 S. 70th St., Milwaukee 1, Wisc.

Winpower Mfg. Co., Newton, Iowa

GENERATORS

Safety Industries, Inc., Box 904, New Haven 4, Conn.

Winpower Mfg. Co., Newton, Iowa

HOOKS

O. Mustad & Son, Oslo, Norway.

"Phueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

INSULATION

"Styrofoam" (Expanded Dow Polystyrene): The Dow Chemical Co., Midland, Mich.

LIFE RAFTS

"Seafarer": Capt. A. J. Pedersen, 9 Ricker Park, Portland, Me.

LORAN

Edo Corporation, College Point, L. I., N. Y.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

MOTOR GENERATORS

Safety Industries, Inc., P.O. Box 904, New Haven 4, Conn.

NETS

W. A. Augur, Inc., 54 Beekman St., New York 38, N. Y.

The Fish Net & Twine Co., 933 First St., Menominee, Mich.

Hope Fish Netting Mills, Inc., Hope, R. I.

The Linen Thread Co., Inc., Blue Mountain, Ala.

Moodus Net & Twine, Inc., Moodus, Conn.

Marlon, 1453 West 123rd St., Los Angeles 47, Calif.

Joseph F. Shea, Inc., East Haddam, Conn.

A. M. Starr Net Co., 10 Summit Street, East Hampton, Conn.

Western Trawl & Supply Co., Freeport, Texas.

OIL—Lubricating

The California Oil Co., Perth Amboy, N. J.

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

Socony Mobil Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

Standard Oil Co. of California, Standard Oil Bldg., San Francisco, Calif.

PAINTS

The Federal Paint Co., Inc., 33 Rector St., New York 6, N. Y.

Glass Plastics Corp., 1605 W. Elizabeth Ave., Linden, N. J.

Henderson & Johnson, Inc., Gloucester, Mass.

International Paint Co., Inc., 21 West St., New York, N. Y.

Pettit Paint Co., Belleville, N. J.

Tarr & Wonsan Ltd., Gloucester, Mass.

C. A. Woolsey Paint & Color Co. Inc., 205 East 42nd St., New York 17, N. Y.

PRESERVATIVES

Robeson Preservo Co., 214 Merchant St., Port Huron, Mich.

PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.

Federal Propellers, Grand Rapids, Mich.

Ferguson Propeller and Reconditioning Co., 1132 Clinton St., Hoboken, N. J.

Michigan Wheel Co., 1501 Buchanan Avenue, S. W., Grand Rapids, Mich.

PROPELLER RECONDITIONING

Columbian Bronze Corp., Freeport, N. Y.

Ferguson Propeller and Reconditioning Co., 1132 Clinton St., Hoboken, N. J.

PROPELLER REPAIRS

Columbian Bronze Corp., Freeport, N. Y.

Ferguson Propeller and Reconditioning Co., 1132 Clinton St., Hoboken, N. J.

Haskell & Hall, Inc., 36 Webb St., Salem, Mass.

PROPELLER SHAFTS

The American Brass Co., Waterbury 20, Conn.

The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

PUMPS

Brodeur Machine Co., Inc., Pump Div., 62 Wood St., New Bedford, Mass.

Jabco Pump Co., 2031 N. Lincoln St., Burbank, Calif.

Sudbury Laboratory, South Sudbury, Mass.

RADAR

Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.

Decca Radar Inc., 539 West 25th St., New York 1, N. Y.

Edo Corporation, College Point, L. I. N. Y.

Lavoie Laboratories, Inc., Morganville 18, N. J.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

RADIO MONITORS

Sesco, Inc., 47 Nichols Ave., Friday Harbor, Wash.

RADIO TELEPHONES

Applied Electronics Co., Inc., 213 E. Grand Ave., South San Francisco, Calif.

Bludworth Marine, 1500 Main Ave., Clifton, N. J.

Kear Engineering Corp., 2915 Middlefield Rd., Palo Alto, Calif.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

RANGES—Galley

"Shipmate"—Shipmate Stove Division, Sudbury, Pa.

"Shipmate" and "Webbperfection"—Elisha Webb & Son Co., 136 S. Front St., Philadelphia 6, Pa.
Harry C. Welskittel Co., Inc., 4901 Pulaski Highway, Baltimore 24, Md.

REDUCTION GEARS

Auto Engine Works, Inc., 333 (A) North Hamline Ave., St. Paul 4, Minn.

Paragon Gear Works, Inc., 628 Cushman St., Taunton, Mass.

Snow-Nabstedt Gear Corp., Welton St., Hamden, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

The Walter Machine Co., Inc., 84 Cambridge Ave., Jersey City 7, N. J.

RUST PREVENTIVES

Sudbury Laboratory, South Sudbury, Mass.

SEARCHLIGHTS

The Carlisle & Finch Co., 4562 W. Mitchell Ave., Cincinnati 32, Ohio

SHIPBUILDERS

Anderson Boat Works, Thomaston, Me.
Blount Marine Corp., Warren, Rhode Island.

Diesel Engine Sales Inc., St. Augustine, Fla.
Harvey F. Gamage, So. Bristol, Maine.

Gladding-Hearn Shipbuilding Corp., 1 Riverside Ave., Somerset, Mass.

Lash Brothers Boat Yard, Friendship, Me.
Newbert & Wallace, Thomaston, Me.

Frank L. Sample & Son, Inc., Boothbay Harbor, Me.

Story Marine Railway, 257 Front St., So. Portland, Me.

STARTING FLUID

Spray Products Corp., P. O. Box 844, Camden 1, N. J.

STEERING GEAR

Crowell Designs, Inc., 2106 Bridge St., Point Pleasant, N. J.

STERN BEARINGS

Byron Jackson Tools, Inc. 1900 E. 65th St., Los Angeles 1, Calif.

"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.

TWINE

Brownell & Co., Inc., Moodus, Conn.

Columbian Rope Co., Auburn, N. Y.

Andrew Crowe & Sons, Inc., Tiogue Ave., Coventry, R. I.

VOLTAGE REGULATORS

Safety Industries, Inc., Box 904, New Haven 4, Conn.

WINCHES

Hancock Marine, 1567 No. Main St., Fall River, Mass.

Hathaway Machinery Co., Inc., New Bedford, Mass.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

WIRE ROPE

American Steel & Wire Division, United States Steel, Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio.

Hackensack Cable Corp., 110 Orchard St., Hackensack, N. J.

John A. Roebling's Sons Corp., Trenton 2, N. J.

Wickwire Spencer Steel Division of The Colorado Fuel & Iron Corp., Palmer, Mass.

FOREIGN BAILINGS

BRITISH OPPOSE CALIFORNIA

sardine imports. The committee of the Cornwall Sea Fisheries decided to approach members of Parliament and ask support to stop imports of California canned sardines. The chairman said that the proposed importation might well result in the extinction of the Cornish pilchard industry.

A BULK THAWING METHOD

for frozen fish has been developed, by British scientists, which thaws the entire mass at a uniform rate.

The Torry Research Station's dielectric machine will thaw frozen fish in 15-20 minutes as against 12-24 hours required by older methods. The cost of a machine handling a ton of fish an hour is estimated at \$28,000 and requires only a few yards of floor space.

In dielectric heating, two plates some feet apart are charged alternately 40,000,000 times a second with thousands of volts. To control the process further, Dr. Charles Jason, has evolved a method of passing the frozen fish blocks on a slowly moving conveyor belt between the plates.

PORTUGUESE SARDINE FLEET

sails after settlement of contract dispute. Under the new agreement the crewmen of small motor vessels will receive a percentage share of the gross value of catches based on a sliding scale.

The new contract provides that fishermen receive a minimum of 32 percent of a 15-day catch valued at \$1,050 or less. The percentage increases proportionately to a maximum of 40 percent for catches valued over \$7,000.

SUPPLYING THE SOVIETS

fish has been agreed to by British distant water trawlers owners at Fleetwood, Grimsby, and Hull. They will supply the fish to a British processing organization for the execution of a contract delivery of skinless fish fillet delivery to Russia, during the summer months. The contract equals one sixth of the amount sold to the Soviet in 1958.

JAPANESE BERING SEA

trawler activity is increasing. The Japanese Fisheries Agency, after careful study has decided to license a second Bering Sea fish meal plant, to be operated jointly by two fishing companies.

The two fleets are expected to produce a total of 20,000 metric tons of fish meal and 3,800 tons of fish solubles as well as other products.

The entry of large Soviet fleets into the grounds and the consequent need to stake a large and early claim are reported to have influenced the new license grant.

GREENLAND'S FISHERY

facilities may be expanded to include establishment of canning and filleting plants, salting houses, and freezing and cold storage equipment at Jakobshavn, Christianshaab, Godthaab, and Frederikshaab. The expenditures involved are estimated at \$2,418,000 and will result in a material increase in the output of processed fish and shellfish in Greenland.

A RECORD SHRIMP CATCH

was docked in 1958 by Mexican fishermen, when 31,400 tons or 26 percent more than the previous record year of 1956 were landed.

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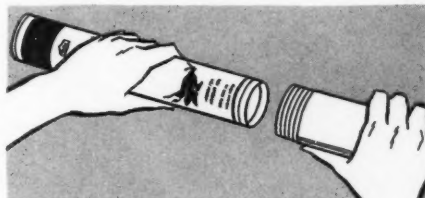
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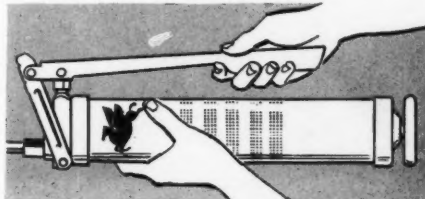


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